

**PLANNING COMMISSION OF MONTEREY PARK
AGENDA**

**REGULAR MEETING
Monterey Park City Hall Council Chambers
320 West Newmark Avenue**

**Tuesday
March 10, 2020
7:00 PM**

MISSION STATEMENT

The mission of the City of Monterey Park is to provide excellent services to enhance the quality of life for our entire community.

Documents related to an Agenda item are available to the public in the Community and Economic Development Department – Planning Division located at 320 West Newmark Avenue, Monterey Park, CA 91754, during normal business hours and the City's website at www.montereypark.ca.gov.

PUBLIC COMMENTS ON AGENDA ITEMS

You may speak up to 5 minutes on Agenda item. You may combine up to 2 minutes of time with another person's speaking. No person may speak more than a total of 10 minutes. The Board Chair and Board Members may change the amount of time allowed for speakers.

Per the Americans with Disabilities Act, if you need special assistance to participate in this meeting please call City Hall at (626) 307-1359 for reasonable accommodation at least 24 hours before a meeting. Council Chambers are wheelchair accessible.

CALL TO ORDER

Chairperson

FLAG SALUTE

Chairperson

ROLL CALL

Delario Robinson, Eric Brossy De Dios, Theresa Amador, Ricky Choi and Antonio Salazar

AGENDA ADDITIONS, DELETIONS, CHANGES AND ADOPTIONS

PUBLIC COMMUNICATIONS. While all comments are welcome, the Brown Act does not allow the Commission to take action on any item not on the agenda. The Commission may briefly respond to comments after Public Communications is closed. Persons may, in addition to any other matter within the Commission's subject-matter jurisdiction, comment on Agenda Items at this time. If you provide public comment on a specific Agenda item at this time, however, you cannot later provide comments at the time the Agenda Item is considered.

[1.] **PRESENTATIONS** – None

[2.] **CONSENT CALENDAR** – None

2-A. APPROVAL OF MINUTES

It is recommended that the Planning Commission:

- (1) Approve the minutes from the regular meeting of July 23, 2019; and
- (2) Take such additional, related, action that may be desirable.

[3.] PUBLIC HEARING

3-A. CONDITIONAL USE PERMIT (CU-19-13) TO ALLOW THE CONSTRUCTION OF A NEW RETAIL EATING ESTABLISHMENT WITH A DRIVE-THROUGH IN THE S-C (SHOPPING CENTER) ZONE – 1970 SOUTH ATLANTIC BOULEVARD

It is recommended that the Planning Commission consider:

- (1) Opening the public hearing;
- (2) Receiving documentary and testimonial evidence;
- (3) Closing the public hearing;
- (4) Adopting the Resolution approving the requested Conditional Use Permit (CU-19-13), subject to conditions of approval contained therein; and
- (5) Taking such additional, related, action that may be desirable.

California Environmental Quality Act (CEQA):

The proposed project is categorically exempt from the provision of the California Environmental Quality Act (CEQA) per CEQA Guidelines § 15332 (Class 32 – Infill Development), because the Project will not result in any significant effects relating to traffic, noise, air quality, or water quality; the property is designated Commercial in the General Plan Land Use Element; the Project will take place within City limits on a site of not more than five acres substantially surrounded by urban uses; and the site can be adequately served by all required utilities/public services and has no value as habitat for endangered, rare or threatened species.

[4.] OLD BUSINESS - None

[5.] NEW BUSINESS - None

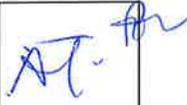
[6.] COMMISSION COMMUNICATIONS AND MATTERS

[7.] STAFF COMMUNICATIONS AND MATTERS

ADJOURN

Next regular scheduled meeting on March 24, 2020.

APPROVED BY:

MARK A. MCAVOY	
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**UNOFFICIAL MINUTES
MONTEREY PARK PLANNING COMMISSION
REGULAR MEETING
JULY 23, 2019**

The Planning Commission of the City of Monterey Park held a regular meeting of the Board in the Council Chambers, located at 320 West Newmark Avenue in the City of Monterey Park, Tuesday, July 23, 2019 at 7:00 p.m.

CALL TO ORDER:

Chairperson Delario Robinson called the Planning Commission meeting to order at 7:00 p.m.

SWEAR-IN: Commissioner Antonio Salazar

ROLL CALL:

Planner Tewasart called the roll:

Board Members Present: Delario Robinson, Eric Brossy De Dios, Ricky Choi, Theresa Amador, and Antonio Salazar

Board Members Absent: None

ALSO PRESENT: Karl H. Berger, Assistant City Attorney, Samantha Tewasart, Senior Planner, and Frank Lopez, Assistant City Engineer

AGENDA ADDITIONS, DELETIONS, CHANGES AND ADOPTIONS: None

ORAL AND WRITTEN COMMUNICATIONS:

[1.] **PRESENTATIONS:** None

[2.] **CONSENT CALENDAR:**

2-A. REORGANIZATION OF THE MONTEREY PARK PLANNING COMMISSION

Motion: Moved by Commissioner Amador and seconded by Commissioner Robinson to nominate Commissioner Brossy de Dios as Chairperson and Commissioner Choi as Vice-Chairperson, motion carried by the following vote:

Ayes: Commissioners: Brossy de Dios, Choi, Amador, Salazar, and Robinson

Noes: Commissioners: None

Absent: Commissioners: None

Abstain: Commissioners: None

2-B. APPROVAL OF MINUTES

May 28, 2019 –

Action Taken: The Planning Commission approved the minutes of May 28, 2019.

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Motion: Moved by Commissioner Amador and seconded by Commissioner Choi, motion carried by the following vote:

Ayes: Commissioners: Brossy de Dios, Choi, Amador, Salazar, and Robinson
Noes: Commissioners: None
Absent: Commissioners: None
Abstain: Commissioners: None

[3.] PUBLIC HEARING:

3-A. TENTATIVE MAP NO. 73665 (TM-19-01) TO ALLOW FOR THE SUBDIVISION OF AIR-RIGHTS TO ESTABLISH AND MAINTAIN A 12-UNIT MEDICAL OFFICE DEVELOPMENT IN THE C-P (COMMERCIAL PROFESSIONAL) ZONE – 120 WEST HELLMAN AVENUE

Planner Tewasart provided a brief summary of the staff report.

Commissioner Choi inquired about the conditional use permit that was also granted for the project. Planner Tewasart replied that the application before the Planning Commission is a tentative map. The original approval on June 2016 granted two years for final map recordation with three subsequent one-year extensions. The applicant requested a one-year time extension from the City Council on June 2018, which was granted with the condition that the final map be recorded within one-year. The time extension lapsed, so the applicant is required to make an application for a new map. Building permits have been obtained and the project is under construction. The approved conditional use permit runs with the land.

Commissioner Amador inquired about a professional management company. Planner Tewasart replied it is a condition of approval. Commissioner Amador inquired about what is considered a common area. Planner Tewasart replied that the restrooms are indicated with the hash lines on the plans.

Commissioner Amador inquired if a business association is the same as a management company. Attorney Berger replied that similar to a homeowners association, a commercial development will have a business association, which will be required to hire a management company to maintain the common areas on the property.

Chairperson Brossy de Dios opened the public hearing.

Project Engineer Charlie Liu, 25 Mauchly #317 Irvine, CA 92618, on behalf of the Applicant, stated that once they receive approval they will submit the final map for approval.

Chairperson Brossy de Dios closed the public hearing.

Action Taken: The Planning Commission after considering the evidence presented during the public hearing adopted **Resolution No. 11-19** approving Conditional Use Permit (TM-

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19-01) for the subdivision of air rights for a 12-unit medical office condominium development in the C-P (Commercial Professional) Zone at 120 West Hellman Avenue.

Resolution No. 11-19

A RESOLUTION APPROVING TENTATIVE MAP NO. 73665 (TM-19-01) FOR THE SUBDIVISION OF AIR RIGHTS FOR A 12-UNIT MEDICAL OFFICE CONDOMINIUM DEVELOPMENT AT 120 WEST HELLMAN AVENUE

Motion: Moved, by Commissioner Choi and seconded by Commissioner Robinson, motion carried by the following vote:

Ayes: Commissioners: Brossy de Dios, Choi, Amador, Salazar, and Robinson
Noes: Commissioners: None
Absent: Commissioners: None
Abstain: Commissioners: None

3-B. DETERMINATION OF CONSISTENCY OF THE FISCAL YEAR 2019-2020 CAPITAL IMPROVEMENT PROGRAM WITH THE CITY OF MONTEREY PARK GENERAL PLAN

Assistant City Engineer Lopez provided a brief summary of the staff report.

Chairperson Brossy de Dios inquired why Police equipment is on the CIP list. Engineer Lopez replied that whenever certain projects exceed a certain dollar amount, they have to be bid out and cannot be purchased like other materials. In the budget book some purchase items are listed.

Commissioner Choi inquired about bike lane improvements. Engineer Lopez replied the last bike lane improvement project was on the prior improvement list on Riggan Avenue, which has been completed. There isn't a projected budgeted, but there is something that they are working on. Commissioner Choi inquired about Monterey Pass. Engineer Lopez replied that they are still working out funding for that and looking for grants.

Commissioner Amador inquired about the improvements for Barnes Park and which of the parks were considered for repairs and whether all 13 parks were considered on a yearly cycle. Engineer Lopez replied that this Capital Improvement Project as planned by the Recreations Department and was on the schedule last year. Commissioner Amador inquired if there are any plans for a walking path in Barnes Park. Engineer Lopez replied that he can check with the Recreations Department.

Commissioner Amador inquired about the Garvey Reservoir Drainage Improvements for areas 2, 3, and 4. Engineer Lopez replied that MWD has designated certain areas around the Garvey Reservoir and numbered them. Areas 2 and 3 are around the Kempton area behind the homes and up the hills. Commissioner Amador inquired if there is anything around Van Buren. Engineer Lopez replied now. Commissioner Amador stated that there is fencing that is deteriorated. Engineer Lopez replied that that is Area 7, which will be one or two years out depending on the City's budget to fund our portion of those projects. Attorney

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Berger stated that this a joint project between the City and MDW and there are MOUs in place which states which agency is responsible for which part of the project. MOUs were approved by the City Council. They are still being implemented and are in design phase. These are portions that the City is responsible for or has agreed to. This was originated after the last El Nino storms. There was an emergency declared in order to clean up a lot of the runoff that was anticipated to occur after El Nino storms. These are the follow-up projects in order to prevent further drainage problems in the future.

Commissioner Amador inquired if the only designated areas are 2, 3, and 4 or is the City responsible for other drainage areas. Attorney Berger replied that there may be a total of seven areas. The City's project responsibilities do not extend to all of those areas. The City and MWD split up the responsibilities mainly dependent upon where the City's boundaries were versus the MWD's jurisdiction in order to mitigate those problems. What are on the list are exclusively the City's responsibilities. Other areas will be fixed by MWD using its own funds, which will not come before the Planning Commission since it has its own approval process.

Commissioner Robinson inquired about the Potrero Grande improvements and the pavement rehabilitation. Engineer Lopez replied that they are waiting to get direction from the City Council to complete the design, which will include medians, bike lanes along Potrero Grande, resurfacing of the pavement, traffic signal improvements at Market Place and Potrero Grande. Commissioner Robinson stated that Potrero Grande shows off that portion of the City and a lot of people go to shop there. Engineer Lopez stated that there may be some timing issues due to the Mesa Substation project, which has to be considered.

Chairperson Brossy de Dios stated the hopefully Potrero Grande improvements are considering storm water issues and integrating that into the streetscape and bus stops and other assorted transits. Engineer Lopez stated that they will be looking at all the improvements form right-of-way to right-of-way.

Action Taken: The Planning Commission after considering the evidence presented during the public hearing adopted **Resolution No. 16-19** finding that the Fiscal Year 2019-2020 Capital Improvement Program ("CIP") conforms with the Monterey Park General Plan pursuant to Government Code § 65401.

Resolution No. 16-19

A RESOLUTION FINDING THAT THE FISCAL YEAR 2019-20 CAPITAL IMPROVEMENT PROGRAM ("CIP") CONFORMS WITH THE MONTEREY PARK GENERAL PLAN PURSUANT TO GOVERNMENT CODE § 65401.

Motion: Moved, by Commissioner Robinson and seconded by Commissioner Amador, motion carried by the following vote:

Ayes: Commissioners: Brossy de Dios, Choi, Amador, Salazar, and Robinson
Noes: Commissioners: None

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Absent: Commissioners: None
Abstain: Commissioners: None

3-C. CONDITIONAL USE PERMIT (CU-17-13) TO ALLOW FOR VEHICLE STORAGE AT SHERIFF ROAD AND MCBRIDE AVENUE (ASSESSOR'S PARCEL NUMBER: 5225-031-016)

Planner Tewasart provided a brief summary of the staff report.

Commissioner Choi inquired about the land use and zoning. Attorney Berger replied that this was flagged by their office. Staff went back to the general plan and found the table identified from the City Planner with regard to the consistency finding. The general plan itself creates the consistency, which allows the City Planner to do.

Commissioner Salazar inquired if the sheriffs will be storing their new unmarked vehicles at the facility or retired and inoperable vehicles.

Commissioner Brossy de Dios inquired about the landscaping requirements. Planner Tewasart replied that the percentage will be calculated when plans are submitted for plan check.

Chairperson Brossy de Dios opened the public hearing.

Applicant Clarke Cooper, P.O. Box 6099, Alhambra, CA 91802, stated that the lot will be used for new vehicles from Bob Wondries Ford in Alhambra to support LA County Sherriff's operations. There will be no inoperable or used vehicles.

Chairperson Brossy de Dios closed the public hearing.

Action Taken: The Planning Commission after considering the evidence presented during the public hearing adopted **Resolution No. 12-19** approving Conditional Use Permit (CU-17-13) to allow for vehicle storage in the O-P (Office Professional) Zone at Sheriff Road and McBride Avenue.

Resolution No. 12-19

A RESOLUTION APPROVING CONDITIONAL USE PERMIT (CU-17-13) TO ALLOW VEHICLE STORAGE AT SHERIFF ROAD AND MCBRIDE AVENUE (ASSESSOR'S PARCEL NUMBER: 5225-031-016)

Motion: Moved, by Commissioner Salazar and seconded by Commissioner Robinson, motion carried by the following vote:

Ayes: Commissioners: Brossy de Dios, Choi, Amador, Salazar, and Robinson
Noes: Commissioners: None
Absent: Commissioners: None
Abstain: Commissioners: None

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[4.] **OLD BUSINESS:** None

[5.] **NEW BUSINESS:** None

[6.] **COMMISSION COMMUNICATIONS AND MATTERS:** None

[7.] **STAFF COMMUNICATIONS AND MATTERS:** None

ADJOURNMENT:

There being no further business for consideration, the Planning Commission meeting was adjourned at 7:50 p.m.

Next regular scheduled meeting on August 13, 2019 at 7:00 p.m. in the Council Chambers.

Mark A. McAvoy
Director of Public Works/City Engineer/City Planner

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Planning Commission Staff Report

DATE: March 10, 2020

AGENDA ITEM NO: 3-A

TO: The Planning Commission
FROM: Mark A. McAvoy, Director of Public Works/City Engineer/City Planner
SUBJECT: A Public Hearing to consider a Conditional Use Permit (CU-19-13) for the construction of a new retail eating establishment with a drive-through at 1970 South Atlantic Boulevard.

RECOMMENDATION:

It is recommended that the Planning Commission consider:

- (1) Opening the public hearing;
- (2) Receiving documentary and testimonial evidence;
- (3) Closing the public hearing;
- (4) Adopting the Resolution approving a Conditional Use Permit (CU-19-13), subject to conditions of approval; and
- (5) Taking such additional, related, action that may be desirable.

CEQA (California Environmental Quality Act):

The Project is categorically exempt from additional environmental review pursuant to CEQA Guidelines § 15332 as a Class 32 categorical exemption (In-Fill Development Projects). The Project consists of the construction of a new retail eating establishment with a drive-through. The Project will not result in any significant effects relating to traffic, noise, air quality, or water quality. The property is designated Commercial in the General Plan Land Use Element. The Project will take place within City limits on a site of not more than five acres substantially surrounded by urban uses. The site has no value as habitat for endangered, rare or threatened species; and can be adequately served by all required utilities and public services.

EXECUTIVE SUMMARY:

The Applicant seeks a conditional use permit ("CUP") for operation of a new retail eating establishment with a drive-through. Pursuant to Monterey Park Municipal Code ("MPMC") § 21.10.040(I), a drive-through is a conditionally permitted use. Based upon the application, it appears that the proposed uses are consistent with the General Plan.

BACKGROUND AND DISCUSSION:

The Project

Applicant, Raising Cane's, seeks a conditional use permit to operate a new retail eating establishment with a drive-through at 1970 South Atlantic Boulevard. The property is zoned S-C (Shopping Center) and designated Commercial (C) in the General Plan.

The property is located on the east side of South Atlantic Boulevard, between Brightwood Street and Floral Drive. It is comprised of three consolidated parcels totaling 17,863 square feet (0.41 acres). The property is vacant, but was previously developed with a service station that was demolished in 2007. Properties located to the north, south, and west are S-C zoned lots and east are R-1 (Single-Family Residential) zoned lots. The proposed Project would improve the property with a new one-story 1,790 square foot retail eating establishment with a 480 square foot outdoor dining area and a drive-through. The Applicant's proposed business operating will be Sunday through Thursday from 9:00 a.m. to 1:00 a.m. and Friday through Saturday from 9:00 a.m. to 3:30 a.m. To address security and alarm requirements, the Police Department included condition numbers 40 through 45 in the Resolution.

The Project will provide 18 spaces (per MPMC § 21.22.120). The Project does not include any off-site roadway improvements and minimal site-adjacent improvements/repairs are anticipated. The proposed Project will maintain the existing driveway cut accessible from Atlantic Boulevard and the existing alleyway along the eastern and southern property lines. A Traffic Impact Analysis dated December 2019 was prepared for the proposed Project and the analysis concluded that all study intersections would continue to operate at an acceptable Level of Service (under Existing plus Project Conditions).

The opening to the drive-through lane will be at the southeast corner of the building, and the pick-up window will be on the west side of the building. The drive-through lane will wrap around the east, north, and west sides of the building in a counter-clockwise direction; the queuing length will be 201 feet from the drive-through entrance to the pick-up window on the inside lane, and the outside lane will add approximately 133 feet to the total queue. The proposed drive-through merges two drive-through lanes into a single drive-through lane before the pay and pick-up window; this allows the business to take orders from two customers at the same time. The proposed two drive-through lanes will each have a menu board, will be constructed to accommodate a minimum of eight cars, and will provide a queuing capacity for approximately 17 vehicles (see MPMC § 21.10.040(I)(5)). Lastly, the drive-throughs will be intersected by a clearly visible pedestrian walkway (see MPMC § 21.10.040(I)(3)).

Pursuant to MPMC § 21.10.040(I)(1), a drive-through is a conditionally permitted use. The CUP requires that the proposed drive-through be designed to screen all service areas, restrooms and mechanical equipment; and provide landscaping to screen the drive-through driveway aisle. All menu boards are required to face away from the street and be not more than 30 square feet and seven feet high (see MPMC § 21.10.040(I)(10)). The MPMC requires all drive-through aisles to be a minimum of 12-feet wide on the curve and 11-feet wide on the straight sections; be made of concrete; and be intersected by a clearly-visible pedestrian walkway (see MPMC § 21.10.040(I)(3), (4) & (8)). MPMC § 21.10.040(I)(9) requires that the CUP include a condition that the "parking areas and the

drive-through aisle and structure shall be set back from the ultimate curb face a minimum of twenty-five (25) feet.”

The Applicant is proposing a 28-foot setback from the ultimate curb face on Atlantic Boulevard to the proposed building; and a minimum 15-foot setback from the ultimate curb face for the proposed parking areas and drive-through aisle. The MPMC currently requires a setback of 25 feet. It is unclear why a setback of this distance is required for the property or the proposed use. A review of the application suggests that it would be in the public interest to amend the MPMC to accommodate the Applicant’s proposed setback. This would allow the drive-through to be constructed as anticipated in the Applicant’s plans.

Accordingly, the draft CUP includes Condition No. 6 that requires an amendment to MPMC § 21.10.040(I)(9) regarding drive-through setback regulation, before the City can issue a certificate of occupancy for the proposed Project.¹ If the Planning Commission issues the proposed CUP, the City will recommend that the City Council amend the MPMC to allow the setback distance proposed by this applicant.

The City’s Drive-Through Regulations

For the last eight years, the City had not received any conditional use permit applications for a drive-through business; however, within the past two years, three applications for a drive-through business were submitted and a fourth application is currently under review. In fact, four drive-through businesses were approved in 2012 for the Market Place project. It is apparent that economics are changing proposed commercial land uses.

Following a survey on drive-through regulations for the cities of Alhambra, Rosemead, San Gabriel, Pasadena, Temple City and Commerce, staff found that the City’s existing regulations are generally outdated; it is in the public interest for the City Council to consider updating these regulations in order to continue the City’s philosophy of business friendliness.

According to the General Plan Economic Development Element, Monterey Park is largely built-out, with relatively little vacant land available for new large-scale development. Many opportunities exist for expanding the existing commercial base. As described in the Land Use Element, private and public redevelopment efforts within identified focus areas will allow new investment and new complementary uses to meet local and regional shopping demands, provide expanded job opportunities, and build the City’s tax base. According to Goal 2.0 Business Attraction and Retention, the City should continue providing incentives to encourage new businesses to locate in Monterey Park and for existing businesses to expand. Updating some of the City’s outdated regulations, including setback requirements, will assist with business attraction and retention.

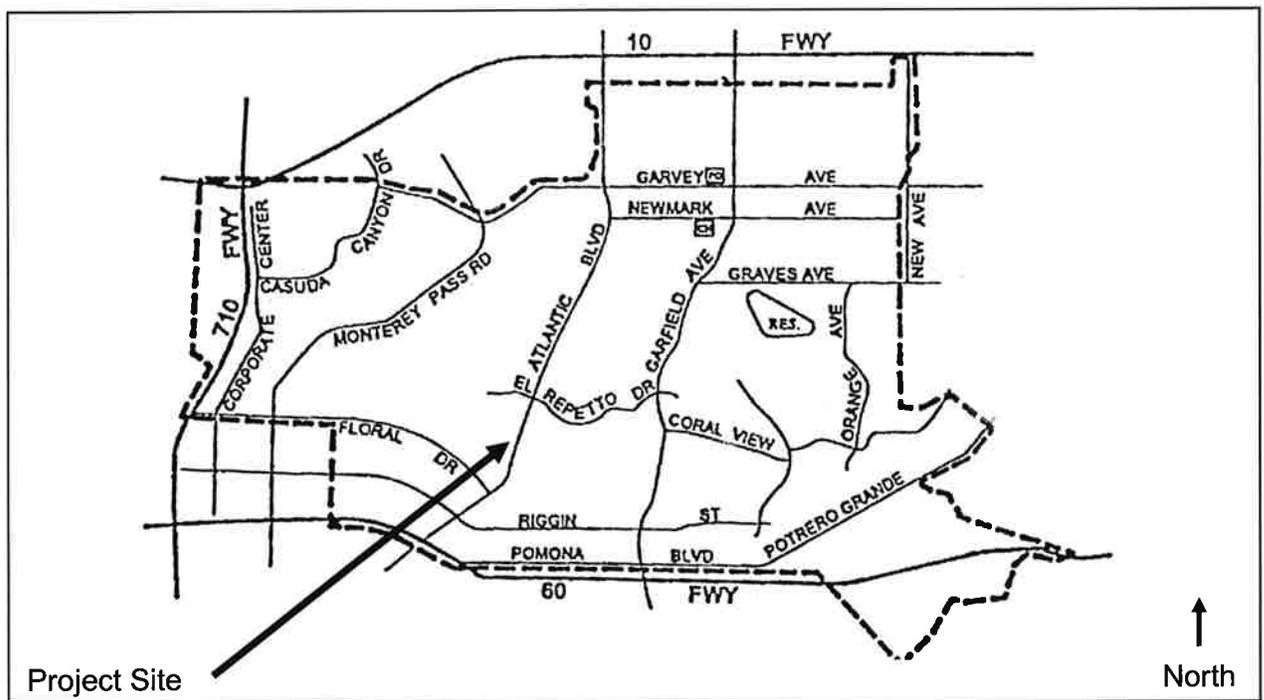
¹ Assuming the Project did not include a drive-through component, the proposed parking spaces, driveway aisle, and building would be allowed to abut the front property line. In fact, all the other commercial properties along Atlantic Boulevard have parking spaces, driveway aisles, and buildings that abut the front property line.

OTHER ITEMS:

Legal Notification

The legal notice of this hearing was posted at the subject site, City Hall, Monterey Park Bruggemeyer Library, and Langley Center on **January 14, 2020** and **March 4, 2020**, with affidavits of posting on file. The legal notice of this hearing was mailed to **137** property owners within a 300 feet radius and current tenants of the property concerned on **January 14, 2020** and **March 2, 2020**.

Vicinity Map



Aerial Map



ALTERNATIVE COMMISSION CONSIDERATIONS:

None

FISCAL IMPACT:

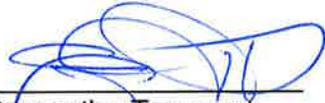
There may be an increase in sales tax revenue and business license tax revenue. Calculations of the exact amount would be speculative.

Respectfully submitted,

Mark A. McAvoy
Director of Public Works/
City Engineer/City Planner

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Prepared by:



Samantha Tewasart
Senior Planner

Reviewed by:



Natalie C. Karpeles
Deputy City Attorney

Attachments:

- Attachment 1: Draft Resolution
- Attachment 2: Site, floor, elevation plans
- Attachment 3: Traffic Study December 2019

ATTACHMENT 1

Draft Resolution

RESOLUTION NO.

A RESOLUTION APPROVING CONDITIONAL USE PERMIT (CUP-19-13) TO ALLOW THE CONSTRUCTION OF A NEW RETAIL EATING ESTABLISHMENT WITH A DRIVE-THROUGH AT 1970 SOUTH ATLANTIC BOULEVARD.

The Planning Commission of the City of Monterey Park does resolve as follows:

SECTION 1: The Planning Commission finds and declares that:

- A. On December 5, 2019, Ruben Gonzales of PM Design Group, Inc. submitted an application on behalf Raising Cane's ("Applicant") seeking a conditional use permit (CU-19-13) to allow operation of a new retail eating establishment with a drive-through ("Project");
- B. The Project was reviewed by the City Planner for, in part, consistency with the General Plan and conformity with the Monterey Park Municipal Code ("MPMC");
- C. In addition, the City reviewed the Project's environmental impacts under the California Environmental Quality Act (Public Resources Code §§ 21000, *et seq.*, "CEQA") and the regulations promulgated thereunder (14 California Code of Regulations §§ 15000, *et seq.*, the "CEQA Guidelines");
- D. The City Planner completed review and scheduled a public hearing regarding the Project before the Planning Commission for February 11, 2020. Notice of the public hearing was posted and mailed as required by the MPMC;
- E. On March 10, 2020, the Planning Commission opened the public hearing to receive public testimony and other evidence regarding the proposed Project including, without limitation, information provided to the Planning Commission by City staff and public testimony, and representatives of the Applicant; and
- F. This Resolution and its findings are made based upon the testimony and evidence presented to the Commission at its March 10, 2020 public hearing including, without limitation, the staff report submitted by the City Planner.

SECTION 2: *Factual findings and Conclusions.* The Planning Commission finds that the following facts exist and makes the following conclusions:

- A. 1970 South Atlantic Boulevard is located on the east side of South Atlantic Boulevard, between Brightwood Street and Floral Drive ("Project Site"). It is designated Commercial (C) in the Monterey Park General Plan. The Project Site is currently vacant. The Project proposes constructing a new retail eating establishment with a drive-through. According to MPMC §§ 21.10.040(I) and 21.32.020(B), a drive-through may be permitted via a conditional use permit and the limitations or special standards described in MPMC § 21.10.040(I).
- B. The Project Site is comprised of three consolidated parcels totaling 17,863 square feet (0.41 acres) in size. The proposed building area will be 1,790 square feet, which

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RESOLUTION NO.
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equates to 10 percent of the lot area. The Applicant's proposed business operating will be Sunday through Thursday from 9:00 a.m. to 1:00 a.m. and Friday through Saturday from 9:00 a.m. to 3:30 a.m. The MPMC require properties to be adequately maintained and condition numbers 40 and 45 are included to address security concerns. The proposed retail eating establishment will have a walk-up window; no indoor seating; a drive-through aisle; and a covered outdoor seating area. The proposed retail eating establishment will be designed to screen all service areas, restrooms and mechanical equipment; landscaping will be provided to screen the drive-through driveway aisle. The menu boards will be not more than 30 square feet and seven feet high and will face away from the street.

- C. The Project will provide 18 parking spaces. The Project will maintain the existing driveway cut accessible from South Atlantic Boulevard and the existing alleyway along the eastern and southern property lines. The drive-through aisles will be a minimum of 12-feet wide on the curve and 11-feet wide on the straight sections; they will also be intersected by a clearly-visible pedestrian walkway. The Project does not include any off-site roadway improvements and minimal site-adjacent improvements/repairs are anticipated. The drive-through aisle will be made of concrete and will be constructed to accommodate a minimum of eight cars.
- D. Properties located to the north and south of the Project Site include other one-story commercial buildings; west are South Atlantic Boulevard (a principal arterial street) and one-story commercial buildings; and east is an alleyway and single-family dwellings located at the top of hillside properties. The properties located to the north, south and west of the subject property are zoned S-C (Shopping Center) and those to the east are zoned R-1 (Single-Family Residential).
- E. A Traffic Impact Analysis dated December 2019 was prepared for the proposed Project. That Analysis showed that the proposed Project is forecast to result in no significant traffic impacts at the study intersections.
- F. The Project is located within a commercial area of the City that contains no environmentally sensitive habitat and/or species. There are no identified physical constraints such as soil and/or geologic conditions indicating substrate instability that would prohibit development of the proposed Project. The Project Site has no value as habitat for endangered, rare or threatened species; the Project will not result in any significant effects relating to traffic, noise, air quality, or water quality; and the site can be adequately served by all required utilities and public services.

SECTION 3: Environmental Assessment. Because of the facts identified in Section 2 of this Resolution, the Project is categorically exempt from additional environmental review pursuant to CEQA Guidelines § 15332 as a Class 32 categorical exemption (In-Fill Development Projects) because the Project site is located in an urban area and is an in-fill development. Construction of the proposed retail eating establishment with a drive-through will take place entirely upon the Project Site. The Project is proposed within City limits on a

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site of no more than five acres substantially surrounded by urban uses; the Project Site has no value as habitat for endangered, rare or threatened species; the Project will not result in any significant effects relating to traffic, noise, air quality, or water quality; and the Project Site can be adequately served by all required utilities and public services. It can be seen with certainty that no special circumstances exist that would create a reasonable possibility that the proposed Project will have a significant adverse effect on the environment.

SECTION 4: Conditional Use Permit Findings. Based upon the findings in Section 2, the Planning Commission finds as follows pursuant to MPMC §§ 21.10.040(I) and 21.32.020(B):

- A. The Project complies with all MPMC requirements for a CUP.
 - 1. The project site is adequate in size, shape and topography for the proposed Project;
 - 2. The site has sufficient access to streets and highways and is adequate in width and pavement type;
 - 3. The proposed use is consistent with the General Plan, specifically Goal 5.0 and Policy 5.1. 4;
 - 4. The Project will not have an adverse effect on the use, enjoyment or valuation of property in the neighborhood;
 - 5. The proposed Project will not have an adverse effect on the public health, safety and general welfare; and
 - 6. The use is properly one authorized by conditional use permit pursuant to the MPMC.

- B. As conditioned by this Resolution and after an amendment to the MPMC, the proposed drive-through complies with all requirements set forth for a conditional use permit pursuant to MPMC § 21.10.040(I):
 - 1. The drive-through is an accessory to a proposed restaurant or commercial business;
 - 2. The proposed location of the drive-through is designated commercial in the City's General Plan and is not located in any area designated as MU-I in the General Plan Land Use Map;
 - 3. The pedestrian walkways will have clear visibility and will be emphasized by striping;

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4. The drive-through aisle will be 12-foot width on curves and a minimum 11-foot width on straight sections;
5. The drive-through aisles will provide sufficient stacking area behind the menu boards to accommodate a minimum of six cars;
6. All service areas, restrooms and ground-mounted and roof-mounted mechanical equipment will be screened from view;
7. The proposed landscaping will screen drive-through or drive-in aisles from the public right-of-way and will be used to minimize the visual impact of reader board signs and directional signs;
8. The drive-through aisles will be constructed with concrete;
9. Following an amendment to the MPMC as required by Condition No. 6 in attached Exhibit A, the structure will be set back from the ultimate curb face a minimum of 28 feet, and the parking areas and drive-through aisles will be set back from the ultimate curb face a minimum of 15 feet.
10. The menu boards will be no more than 30 square feet and seven feet high, and will face away from the street;
11. No drive-through aisles will exit directly onto a public right-of-way; and
12. The architectural style of the drive-through will be consistent with the theme established in the vicinity and provide compatibility with surrounding uses in form, materials, colors and scale, among other things.

SECTION 5: Approval. Subject to the conditions listed on the attached Exhibit "A," which are incorporated into this Resolution by reference, the Planning Commission approves Conditional Use Permit (CU-19-13). Pursuant to Condition No. 6, the City may not issue a certificate of occupancy for the Project until the MPMC is amended to allow the setbacks proposed by the Project.

SECTION 6: Reliance on Record. Each and every one of the findings and determinations in this Resolution are based on the competent and substantial evidence, both oral and written, contained in the entire record relating to the project. The findings and determinations constitute the independent findings and determinations of the Planning Commission in all respects and are fully and completely supported by substantial evidence in the record as a whole.

SECTION 7: Limitations. The Planning Commission's analysis and evaluation of the project is based on the best information currently available. It is inevitable that in evaluating a project that absolute and perfect knowledge of all possible aspects of the project will not exist. One

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of the major limitations on analysis of the project is the Planning Commission's lack of knowledge of future events. In all instances, best efforts have been made to form accurate assumptions. Somewhat related to this are the limitations on the City's ability to solve what are in effect regional, state, and national problems and issues. The City must work within the political framework within which it exists and with the limitations inherent in that framework.

SECTION 8: *Summaries of Information.* All summaries of information in the findings, which precede this section, are based on the substantial evidence in the record. The absence of any particular fact from any such summary is not an indication that a particular finding is not based in part on that fact.

SECTION 9: This Resolution will remain effective until superseded by a subsequent resolution.

SECTION 10: A copy of this Resolution will be mailed to the Applicant and to any other person requesting a copy.

SECTION 11: This Resolution may be appealed within ten (10) calendar days after its adoption. All appeals must be in writing and filed with the City Clerk within this time period. Failure to file a timely written appeal will constitute a waiver of any right of appeal.

SECTION 12: Except as provided in Section 11, this Resolution is the Planning Commission's final decision and will become effective immediately upon adoption.

ADOPTED AND APPROVED this 10th day of March 2020.

Chairperson Eric Brossy de Dios

I hereby certify that the foregoing Resolution was duly adopted by the Planning Commission of the City of Monterey Park at the regular meeting held on the 10th day of March 2020, by the following vote of the Planning Commission:

- AYES:
- NOES:
- ABSTAIN:
- ABSENT:

Mark A. McAvoy, Secretary

APPROVED AS TO FORM:
Mark D. Hensley, City Attorney

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By:  _____
Natalie C. Karpeles,
Deputy City Attorney

RESOLUTION NO.

Exhibit A

CONDITIONS OF APPROVAL

1970 SOUTH ATLANTIC BOULEVARD

In addition to all applicable provisions of the Monterey Park Municipal Code ("MPMC"), Raising Cane's agrees that it will comply with the following conditions for the City of Monterey Park's approval of Conditional Use Permit (CU-19-13) ("Project Conditions").

PLANNING:

1. Raising Cane's ("Applicant") agrees to indemnify and hold the City harmless from and against any claim, action, damages, costs (including, without limitation, attorney's fees), injuries, or liability, arising from the City's approval of CU-19-13 except for such loss or damage arising from the City's sole negligence or willful misconduct. Should the City be named in any suit, or should any claim be brought against it by suit or otherwise, whether the same be groundless or not, arising out of the City approval of CU-19-13, the Applicant agrees to defend the City (at the City's request and with counsel satisfactory to the City) and will indemnify the City for any judgment rendered against it or any sums paid out in settlement or otherwise. For purposes of this section "the City" includes the City of Monterey Park's elected officials, appointed officials, officers, and employees.
2. This approval is for the project as shown on the plans reviewed and approved by the Planning Commission and dated March 2, 2020. Before the City issues a building permit, the Applicant must submit building plans showing that the project substantially complies with the plans referenced in this Resolution. Any subsequent modification must be referred to the City Planner for a determination regarding the need for Planning Commission review and approval of the proposed modification.
3. The conditional use permit expires 12 months after its approval if the use has not commenced or if improvements are required, but construction has not commenced under a valid building permit. A single one-year extension may be granted by the Planning Commission upon finding of good cause.
4. All conditions of approval must be listed on the plans submitted for plan check and on the plans for which a building permit is issued.
5. Before building permits are issued, the applicant must obtain all the necessary approvals, licenses and permits and pay all the appropriate fees as required by the City.
6. Before the City issues a certificate of occupancy, the Applicant must comply with all applicable setback requirements set forth in the MPMC regulating drive-throughs.

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7. The real property subject to CU-19-13 must remain well-maintained and free of graffiti.
8. Building permits are required for any interior tenant improvements.
9. Landscaping/irrigation must be maintained in good condition at all times.
10. Landscaping for the project must be designed to comply with the MPMC's regulations governing efficient landscaping.
11. The business hours of operation will be Sunday through Thursday from 9:00 a.m. to 1:00 a.m. and Friday through Saturday from 9:00 a.m. to 3:30 a.m.
12. The drive-through speaker systems must not be audible above the daytime and nighttime ambient noise levels beyond the property boundaries.
13. The drive-through component of the Project must comply with MPMC § 21.10.040(I). Specifically:
 - a. Any pedestrian walkways either will not intersect the drive-through drive aisles or, if they do, will have clear visibility and will be emphasized by enriched paving or striping;
 - b. The drive-through aisles must have a minimum 12-foot width on curves and a minimum 11-foot width on straight sections;
 - c. The drive-through aisles must provide sufficient stacking area behind the menu board to accommodate a minimum of six cars;
 - d. All service areas, restrooms and ground-mounted and roof-mounted mechanical equipment must be screened from view;
 - e. Landscaping will screen the drive-thru or drive-in aisles from the public right-of-way and minimize the visual impact of reader board signs and directional signs;
 - f. The drive-through aisles must be constructed with (PCC) concrete;
 - g. The parking areas, drive-through aisles and structure must be set back from the ultimate curb face as required by the MPMC;
 - h. Menu boards can be no more than 30 square feet, with a maximum height of seven feet, and must face away from the street;
 - i. The architectural style of the drive-through must be consistent with the theme established in the vicinity and provide compatibility with surrounding uses in form, materials, colors, and scale, among other things; and
 - j. The drive-through aisles will not exit directly onto a public right-of-way.

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ENGINEERING:

14. To minimize sediment intrusion from the adjacent slope into the public alley, a curb or slough wall of sufficient height must be constructed along the eastern edge of the southerly portion of the public alley. The curb must be shown on the grading and drainage plan, and is subject to approval by the City Engineer.
15. Under the Los Angeles County Municipal Separate Storm Sewer System (MS4) Permit, issued under the National Pollutant Discharge Elimination System (NPDES) Program, the developer/owner is required to obtain a General Construction Storm Water Permit. This project will require the preparation of a Low Impact Development (LID) Plan; and a Storm Water Pollution Prevention Plan (SWPPP) if over an acre in size, including hydrology and hydraulic study/analysis required for their submittal. A preliminary/conceptual LID report and plan is requested as early as possible, to avoid impacts to the site plan should changes be required.
16. Upon approval of the LID and SWPPP, an electronic copy of the approved files, including site drawings, must be submitted to the City Engineer before the City issues a building or grading permit.
17. The property drainage must be designed so that the property drains to an approved device(s) and/or the public street unless otherwise approved by the City Engineer.
18. Sizing of water infrastructure is subject to the submittal of water system calculations that include domestic and fire system demand sizing. Installation of water services for irrigation, domestic, and fire service within the public right of way must be accomplished at permittee's cost.
19. The permittee must adjust the Project Site's lot lines, either by a lot line adjustment or lot merger, to avoid constructing structures over property lines in compliance with the California Building Code, as adopted by the MPMC.
20. The adjacent public alley is in poor, deteriorated condition, and will need to be resurfaced, to the satisfaction of the City Engineer, before a certificate of occupancy is issued for the project.
21. Grading and drainage plan(s) must be submitted with the first building permit plan check submittal and must address drainage of the adjacent public alley in a manner satisfactory to the City Engineer.

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RESOLUTION NO.**

22. All improvement plans, including grading plan(s), must be based upon City approved data; benchmark data are available from the Public Works Department's Engineering Division.
23. Permittee agrees to pay City any development impact fees ("DIFs") that may be applicable to the Project. Permittee takes notice pursuant to Government Code § 66020(d) that City is imposing the DIFs upon the Project in accordance with the Mitigation Fee Act (Government Code § 66000, *et seq.*). Applicant is informed that it may protest DIFs in accordance with Government Code § 66020.
24. A utility plan must be approved by the City Engineer before the City issues grading permits.
25. Any abandoned driveways will need to be removed and replaced with a new curb, gutter, and sidewalk. Any damaged, out of grade, deteriorated or obsolete frontage improvements will need to be repaired to the satisfaction of the City Engineer, before a certificate of occupancy is issued.
26. A traffic management plan must be submitted to the City Engineer, detailing the manner in which the project will manage and control onsite traffic during peak operating hours, primarily how potential extended drive-through queuing will be managed to avoid impacts to South Atlantic Boulevard and adjacent properties that abut the public alley. The format of the plan is subject to approval by the City Engineer, and the plan must be approved before the City issues a certificate of occupancy.

FIRE:

27. A fire permit must be obtained from the Fire Department before engaging in activities, operations, practices or functions as indicated in the California Fire Code (CFC) per §§ 105.6 and 105.7.
28. Fire protection, including fire apparatus access roads and water supplies for fire hydrant must be installed and made serviceable before and during the time of construction, per CFC § 501.4.
29. Provide an approved automatic fire sprinkler system and fire alarm as set forth by Fire Code §§ 903 and 907 for the new structure. This may be submitted to the Fire Official as a deferred submittal.
30. Provide an approved kitchen automatic extinguishing system as set forth by the CFC § 904. This may be submitted to the Fire Official as a deferred submittal.

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- 31. Provide an approved carbon dioxide alarm system per Fire Code § 908.7. This may be submitted to the Fire Official as a deferred submittal.
- 32. Provide approved signs or other approved notices or markings that include the words NO PARKING – FIRE LANE. Signs must be provided for fire apparatus access roads, to clearly indicate the entrance to such road, or prohibit the obstruction thereof, as required by the Fire Inspector, per CFC § 501.4.

Fire Flow:

- 33. The minimum fire flow required must comply with the current adopted edition of the CFC Appendix B.
- 34. Pursuant to the plans date stamped March 2, 2020, the required fire flow for the new structure is 1,500 gallons per minutes (gpm) at 20 pounds per square inch (psi) for a minimum of 2-hour duration.
- 35. The City must provide a will serve letter confirming that it can accommodate the required water flow.

Fire Hydrant Installation

- 36. Before combustible construction on any parcel, a fire hydrant capable of providing 1,000 gpm at 20 psi must be installed and in service along the access road/driveway at a location approved by the Fire Code Official, but no further than 250 feet from the construction. The owner of the combustible construction is responsible for the cost of this installation.

Fire Flow Verification

- 37. Per CFC Appendix C, a minimum of one fire hydrant must be provided within 250 feet of new structure. Show locations of all existing and/or new hydrants on Site Plan.
- 38. Portable fire extinguishers must be installed on all floors, per CFC § 906.1.
- 39. The review of any revised plans will be subject to an additional plan-check fee in an amount approved in the Master Schedule of Fees and Charges.

POLICE:

- 40. The permittee must submit plans to the Police Chief, or designee, demonstrating that the Project has adequate exterior lighting. The Police Chief, or designee, must

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approve the location and light intensity before the City issues a certificate of occupancy.

41. All major common areas of the locations, including all parking areas must be covered by security video cameras. All security cameras must operate 24-hours a day, seven days a week. All cameras must record onto a recording medium and all recordings must be maintained in a secure and locked enclosure. Security video cameras must be installed at all the entrances/exits and must be positioned to capture the faces of people entering and exiting. All recordings must be maintained for a minimum of 30 days. All recordings must be made readily available for any law enforcement official who requests the recording(s) for official purposes. If the Chief of Police determines that there is a necessity to have additional cameras installed, the management must comply with the request within seven days. Also, access to all security video cameras must be made available to the Police Department, via the internet, by providing the IP address for all cameras. The Chief of Police can also require a change in the position of the video cameras if it is determined that the position of the camera does not meet security needs. The management must comply with the request within seven days.
42. An alarm system must be installed at the main entrance and exits to the business. The alarm system will be a deterrent to criminal activity, and allow notification of the police and security in the event of any such attempt. Contact the Monterey Park Police Department Community Relations Bureau at (626) 307-1215 for additional information and alarm permits.
43. One licensed, insured, and bonded security guard in the parking lot between 10:00 p.m. to closing, subject to the review and approval of the Police Chief.
44. Access to the roof of the buildings will be locked and secured. Access of the roof will be restricted to maintenance personnel, building management, or other authorized personnel.
45. The shrubbery on the property must be installed and maintained in such condition as to not restrict visibility from the street or easily conceal persons.

By signing this document, Kristen Roberts, on behalf of Raising Cane's, certifies that the Applicant read, understood, and agrees to the Project Conditions listed in this document.

Kristen Roberts, on behalf of Raising Canes, Applicant

ATTACHMENT 2

Site, floor, elevation plans

ATTACHMENT 3

Traffic Study



Traffic Impact Study

for:

Raising Cane's Project

In the City of Monterey Park

Prepared for:

Raising Cane's

January, 2020

Kimley»»Horn

TRAFFIC IMPACT STUDY
FOR THE RAISING CANE'S PROJECT
IN THE CITY OF MONTEREY PARK

Prepared by:

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

January, 2020

TRAFFIC IMPACT STUDY
FOR THE RAISING CANE'S PROJECT
IN THE CITY OF MONTEREY PARK

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- Appendix A – Approved Scoping Agreement
- Appendix B – Traffic Data Collection Worksheets
- Appendix C – Intersection Analysis Worksheets
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TRAFFIC IMPACT STUDY
FOR THE RAISING CANE'S PROJECT
IN THE CITY OF MONTEREY PARK

INTRODUCTION

This traffic impact study has been prepared to evaluate the project-related traffic impacts associated with the proposed Raising Cane's project in the City of Monterey Park. This report has been prepared in accordance with the traffic impact study requirements of the City of Monterey Park.

The project location is shown in its regional setting on Figure 1. As shown on Figure 1, the street system in the project vicinity is oriented on a diagonal. For ease of reference, throughout this report, Atlantic Boulevard and Collegian Avenue are referred to as the north-south streets, and Brightwood Street and Floral Drive are referred to as the east-west streets.

PROJECT DESCRIPTION

The project site is bounded by an existing commercial use to the north, Atlantic Boulevard to the west, and an alleyway to the east and south. The project site is currently vacant.

The applicant proposes to develop a 1,790-square-foot Raising Cane's drive-through restaurant. The proposed site plan is shown on Figure 2. As shown on the site plan, the Raising Cane's building would be located on the northeast corner of the intersection of Atlantic Boulevard and the alleyway. The project would consist of demolition of the existing foundation and subsurface structures, and construction of the Raising Cane's restaurant and drive-through lane. Access to the Raising Cane's project would be provided by one driveway on Atlantic Boulevard and one driveway along the alleyway on the east side of the project site. Both project driveways would be unsignalized.

The proposed project would provide a drive-through lane with two order boards. The drive through lane would begin as a single lane, branch out to two drive-through lanes for use of the two order boards, and then merge back into a single drive-through lane prior to the pay and pick-up window.

ANALYSIS SCENARIOS AND METHODOLOGY

Analysis Scenarios

This traffic analysis provides an evaluation of evening peak hour intersection operations for the following scenarios:

- Existing Conditions
- Existing Plus Project Conditions
- Opening Year 2020 without Project
- Opening Year 2020 with Project



NOT TO SCALE

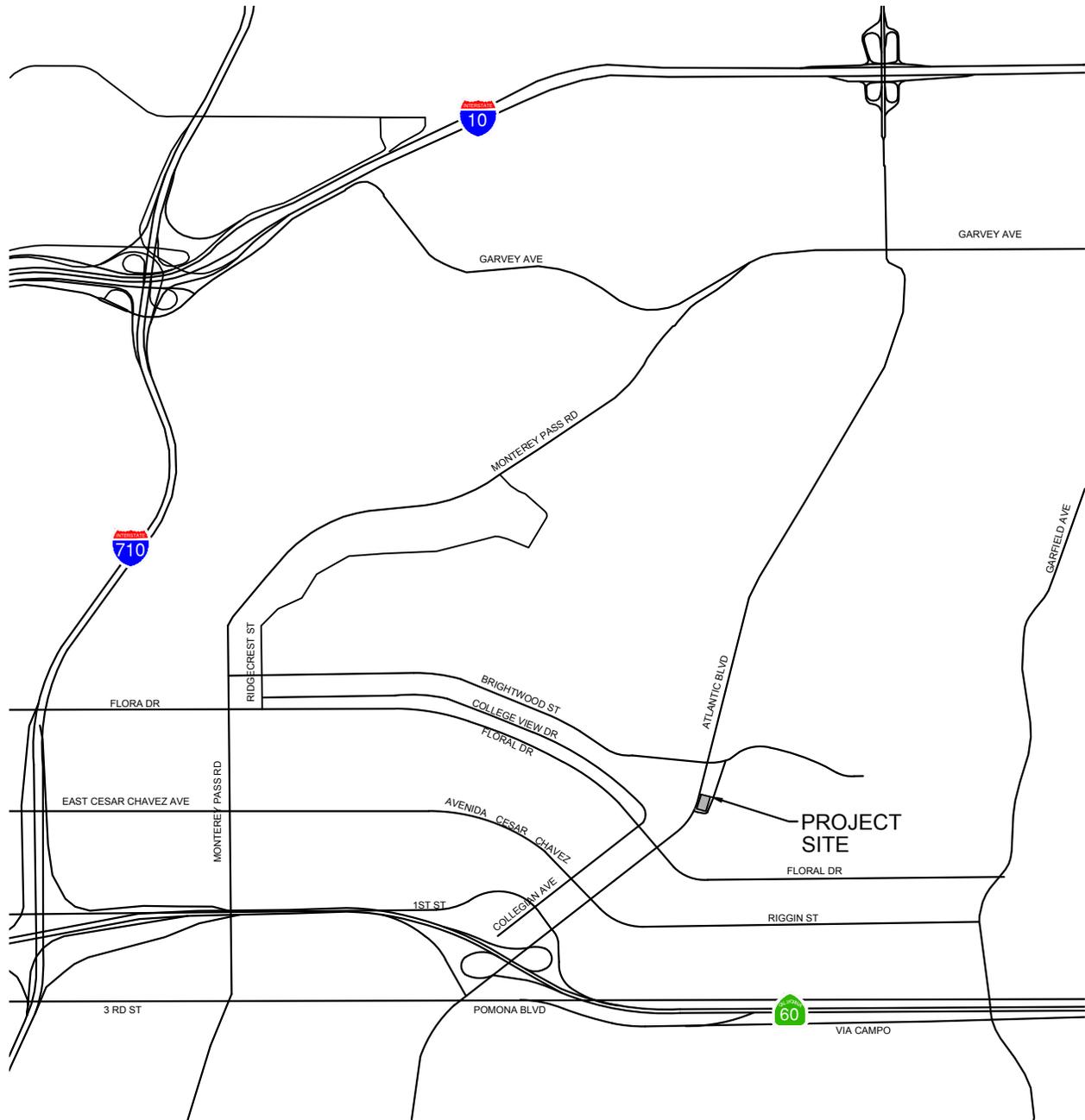


FIGURE 1
VICINITY MAP

LEGEND:

 = Project Site



NOT TO SCALE

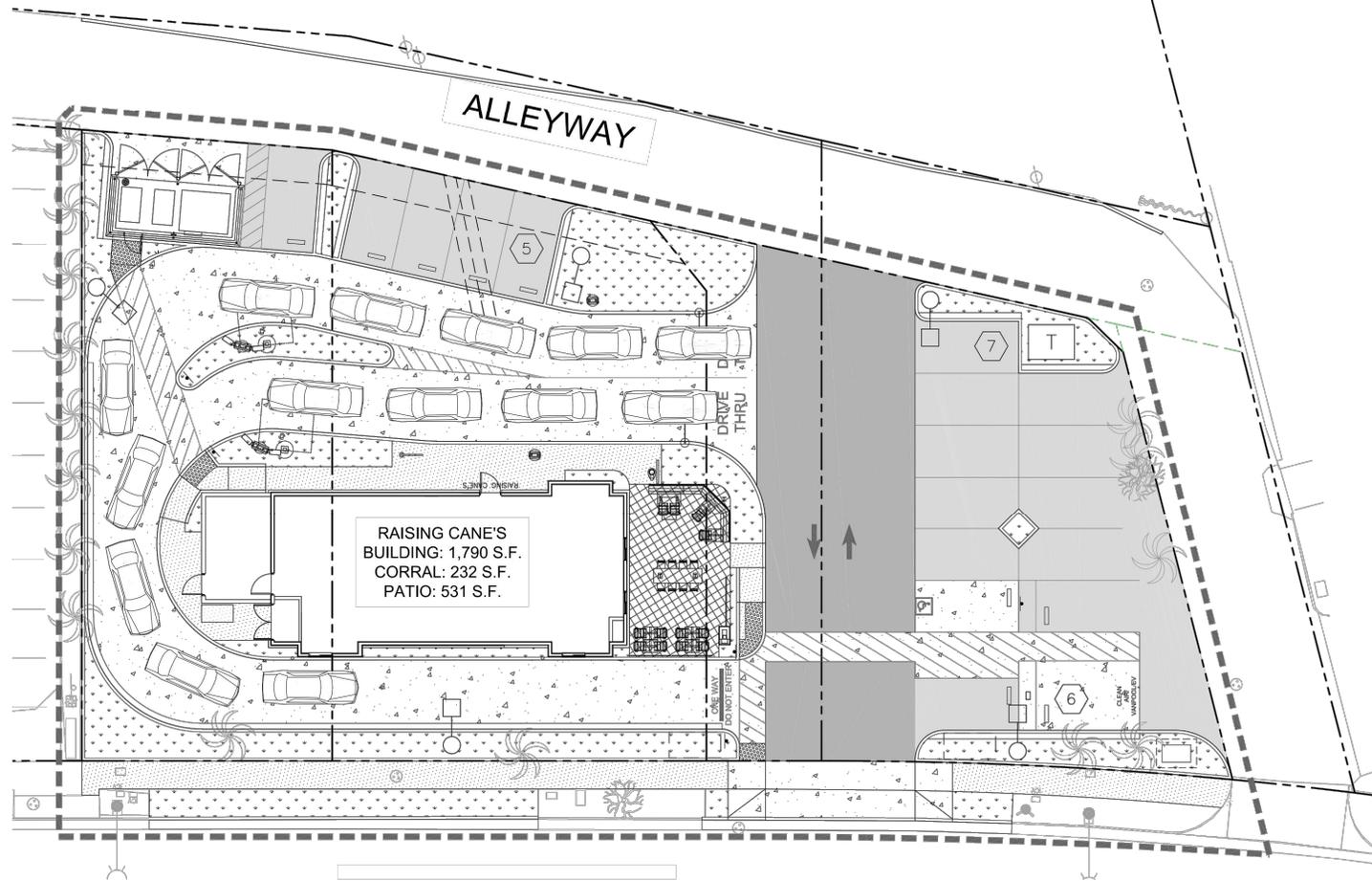


FIGURE 2
SITE PLAN

Study Locations

This traffic study includes documentation of existing conditions, analysis of future traffic conditions, and identification of project-related impacts, if any, at the following study intersections:

Existing Intersections:

1. Atlantic Boulevard at Brightwood Street
2. Atlantic Boulevard at Alleyway
3. College View Lane at Floral Drive
4. Atlantic Boulevard at Floral Drive

Project Driveway Intersection:

- D1. Atlantic Boulevard at Project Driveway

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

Intersection Analysis Methodology

In accordance with the City of Monterey Park study requirements, intersection operation for signalized intersections is evaluated using the Intersection Capacity Utilization (ICU) methodology, and intersection operation for study area unsignalized intersections is evaluated using the Highway Capacity Manual (HCM) methodology.

The ICU methodology provides a comparison of the theoretical hourly vehicular capacity of an intersection to the number of vehicles passing through that intersection during the peak hour. The ICU calculation returns a volume-to-capacity (V/C) ratio. The ICU calculations assume a per-lane capacity of 1,600 vehicles per hour (vph) for each left-turn and shared lane; and 1,700 vph for each through and right-turn, with a clearance interval of 0.10.

The procedure for stop-control analysis 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. 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.

Operating conditions for the ICU capacity-based methodology and the HCM delay-based methodology are expressed in terms of Level of Service (LOS). The ICU calculation returns a V/C ratio that translates into a corresponding Level of Service, ranging from LOS A, representing uncongested, free-flowing conditions; to LOS F, representing congested, over-capacity conditions. The HCM methodology returns a delay value, expressed in terms of the average seconds of delay per vehicle, which also corresponds to a Level of Service measure. A summary description of each Level of Service and the corresponding V/C ratio for the ICU methodology, and average seconds of delay for the HCM methodology are provided on the chart on the following page.

INTERSECTION PEAK HOUR LEVEL OF SERVICE DESCRIPTIONS			
LOS	Signalized: ICU	Unsignalized: HCM	Description
	V/C Ratio	Delay (sec)	
A	0.00 - 0.60	≤10.0	EXCELLENT – No vehicle waits longer than one red light, and no approach phase is fully used.
B	0.61 - 0.70	> 10.0 and ≤ 15.0	VERY GOOD – An occasional approach phase is fully utilized; drivers begin to feel somewhat restricted within groups of vehicles.
C	0.71 - 0.80	> 15.0 and ≤ 25.0	GOOD – Occasionally drivers may have to wait through more than one red light; back-ups may develop behind turning vehicles.
D	0.81 - 0.90	> 25.0 and ≤ 35.0	FAIR – Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive back-ups.
E	0.91 - 1.00	> 35.0 and ≤ 50.0	POOR – Represents the most vehicles that intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.00	> 50.0	FAILURE – Back-ups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of intersection approaches. Substantial delays with continuously increasing queue lengths.

Performance Criteria

The City of Monterey Park Level of Service standard for peak hour intersection operation is Level of Service D.

Significance Thresholds

A project is considered to have a significant traffic impact at an intersection if the Level of Service deteriorates to an unacceptable Level of Service with the addition of project traffic. Improvements are required for locations that operate at an acceptable Level of Service without the project, but which operate at an unacceptable Level of Service with the project. For locations forecasted to operate worse than the acceptable Level of Service even without the project, the traffic assessment must include improvements to achieve acceptable Level of Service per the City's standards.

EXISTING TRAFFIC ENVIRONMENT / AREA CONDITIONS

Existing Transportation System

Regional access to the site is provided by the State Route 60 (SR-60) Freeway, the Interstate 710 (I-710) Freeway, and the Interstate 10 (I-10) Freeway. The SR-60 Freeway is located approximately one-half mile to the south of the project site. The I-710 Freeway is located approximately one and one-half miles to the west of the project site. The I-10 Freeway is located approximately 2 miles north of the project site.

Existing lane configurations and traffic controls of the study intersections are shown on Figure 3. As mentioned previously, the street system in the project vicinity is oriented on a diagonal. For ease of reference, Atlantic Boulevard and Collegian Avenue are referred to as the north-south streets, and Brightwood Street and Floral Drive are referred to as the east-west streets. Local access to the project vicinity is provided by the following roadways:

Atlantic Boulevard is a north-south roadway that forms the western boundary of the project site. It provides two to three travel lanes in each direction and a painted two-way-left-turn median in the project vicinity. The posted speed limit is 35 miles per hour (mph), and on-street parking is prohibited on both sides of the street. Atlantic Boulevard is classified as a Principal Arterial in the City of Monterey Park Circulation Element of the General Plan.

Brightwood Street is an east-west roadway that provides one travel lane in each direction. The posted speed limit is 25 mph, and on-street parking is provided on both sides of the street.

Floral Drive is an east-west roadway that provides one travel lane in each direction. The posted speed limit is 40 mph, and on-street parking is provided on both sides of the street. Within the project vicinity, Floral Drive is classified as a Minor Arterial in the Circulation Element.

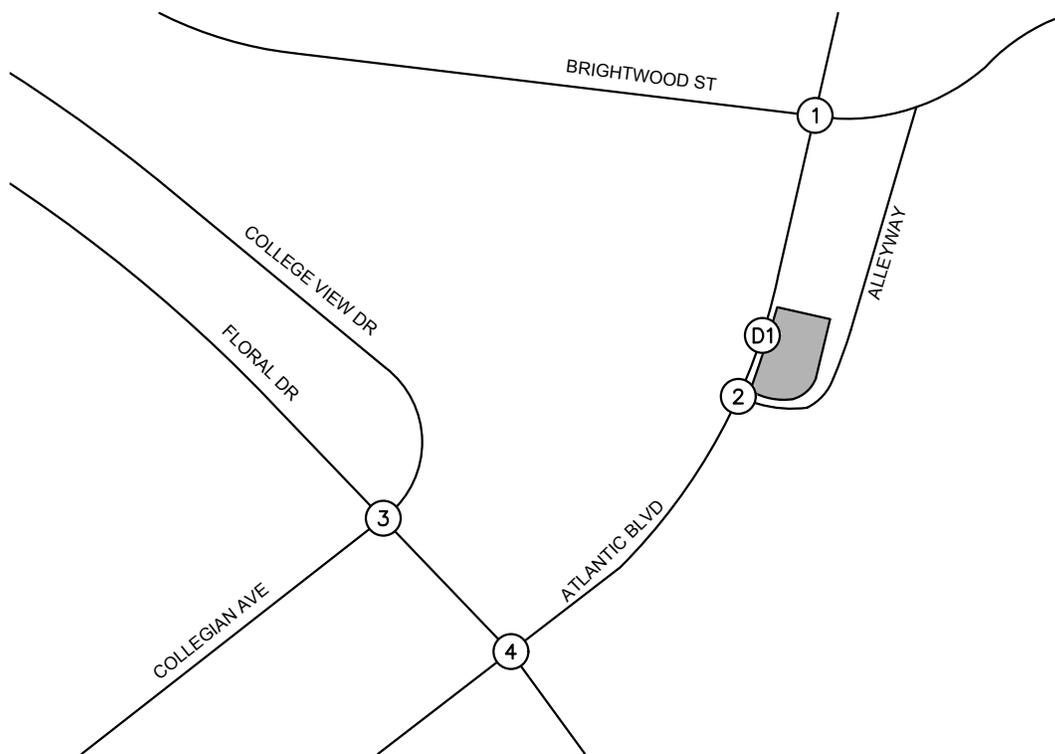
College View Drive is an east-west roadway just north of Floral Drive. College View Drive provides one travel lane in each direction. On-street parking is provided on both sides of the street.

Collegian Avenue is a north-south roadway just south of Floral Drive. Collegian Avenue provides one travel lane in each direction. On-street parking is prohibited on both sides of the street.

The Alleyway is a north-south roadway just south of Brightwood Street that forms the eastern and southern boundary of the project site. Alleyway provides one travel lane in each direction and allows ease of access for customers. On-street parking is prohibited on both sides of the street.



NOT TO SCALE



1. Atlantic Blvd at Brightwood St	2. Atlantic Blvd at Alleyway	3. College View Ln at Floral Dr	4. Atlantic Blvd at Floral Dr

LEGEND:

-  = Project Site
-  = Study Intersection
-  = Turn or Through Lane
-  = Signal

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

Transit Service

Public transit service in the project vicinity is provided by the City of Monterey Park (Spirit) and the Los Angeles County Metropolitan Transportation Authority (LA Metro). Bus stops near the project site are currently located:

- On the northeast and southwest corners of the intersection of Atlantic Boulevard at Brightwood Street
- On the northeast, northwest, and southwest corners of the intersection of Atlantic Boulevard at Floral Drive
- On the northeast, southeast, and southwest corners of Atlantic Boulevard and Avenida Cesar Chavez/Riggin Street

The following discussion provides a brief description of the Spirit and LA Metro transit routes that operate on the roadways serving the project site.

Spirit Routes 1 and 2

Spirit Routes 1 and 2 operate along Atlantic Boulevard within the project vicinity. On weekdays, both routes operate from 6:30 AM to 6:30 PM, with 40-minute headways (the interval between bus arrivals) throughout the day. On Saturdays, both routes operate from 9:10 AM to 5:45 PM, with 40-minute headways throughout the day. On Sundays, the routes do not operate.

Spirit Route 5

Spirit Route 5 operates along Floral Drive and Atlantic Boulevard within the project vicinity. On weekdays, Route 5 operates from 6:30 AM to 6:30 PM, with 15-minute headways throughout the day. On weekends and all holidays, the route does not operate.

LA Metro Route 68

LA Metro Route 68 operates between the cities of Los Angeles and Monterey Park via Cesar E. Chavez Avenue (Avenida Cesar Chavez) within the project vicinity. On weekdays, Route 68 operates from 4:00 AM to 1:00 AM, with 15-minute to 40-minute headways throughout the day. On Saturdays, Route 68 operates from 5:00 AM to 1:00 AM, with 20-minute to 40-minute headways throughout the day. On Sundays and holidays, Route 68 operates from 5:00 AM to 1:00 AM, with 20-minute to 30-minute headways throughout the day.

LA Metro Route 106

LA Metro Route 106 operates between the cities of Boyle Heights and Monterey Park. Within the project vicinity, Route 68 travels north on Atlantic Boulevard, west on Floral Drive, south on Collegian Avenue, and east on Avenida Cesar Chavez before traveling back onto Atlantic Boulevard. On weekdays, Route 106 operates from 5:30 AM to 9:00 PM, with 50-minute headways throughout the day. Route 106 does not operate on weekends or holidays.

LA Metro Route 260

LA Metro Route 260 operates between the cities of Altadena and Long Beach via Atlantic Boulevard within the project vicinity. On weekdays, Route 260 operates from 4:00 AM to 1:20 AM, with 15-minute to 50-minute headways throughout the day. On Saturdays, Route 260 operates from 5:20 AM to 1:10 AM, with 20-minute to 50-minute headways throughout the day. On Sundays and holidays, Route 260 operates from 6:00 AM to 1:10 AM, with 20-minute to 65-minute headways throughout the day.

LA Metro Rapid Route 726

LA Metro Rapid Route 726 operates, between the cities of Altadena and Long Beach via Atlantic Boulevard within the project vicinity. On weekdays, Route 726 operates from 4:30 AM to 9:30 PM, with 30-minute to 60-minute headways throughout the day. Route 726 does not operate on the weekends or holidays.

LA Metro Rapid Route 770

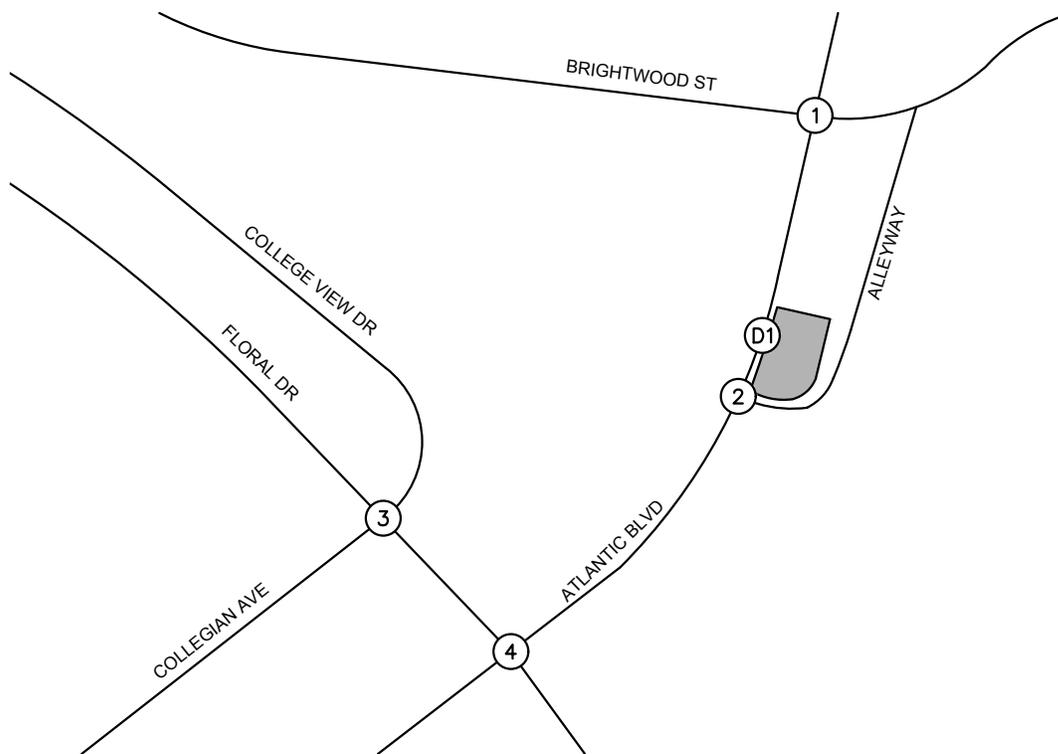
LA Metro Rapid Route 770 operates between Downtown Los Angeles and the City of El Monte via Atlantic Boulevard and Avenida Cesar Chavez within the project vicinity. On weekdays, Route 770 operates from 4:30 AM to 9:30 PM with 15-minute to 30-minute headways throughout the day. On Saturdays, Route 770 operates from 6:00 AM to 7:30 PM with 20-minute to 30-minute headways throughout the day. Route 770 does not operate on the Sundays or holidays.

Existing Traffic Volumes

Existing evening peak hour turning movement counts for the study intersections were collected in October 2018. Evening peak hour traffic volumes are shown on Figure 4. Copies of the traffic count data worksheets are provided in *Appendix B* to this report.



NOT TO SCALE



1. Atlantic Blvd at Brightwood St	2. Atlantic Blvd at Alleyway	3. College View Ln at Floral Dr	4. Atlantic Blvd at Floral Dr

**FIGURE 4
EXISTING EVENING PEAK HOUR
TRAFFIC VOLUMES**

LEGEND:

- = Project Site
- = Study Intersection
- XXX = PM Peak Hour Turning Movement Volumes

EXISTING OPERATING CONDITIONS

Intersection Level of Service analysis was conducted for the evening peak hour using the analysis procedures and assumptions described previously in this report. A summary of the intersection Level of Service is presented on Table 1. Intersection analysis worksheets are provided in *Appendix C* of this report. Review of the table shows that all study intersections currently operate at an acceptable Level of Service in the evening peak hour, with the exception of the following intersection:

- #2 – Atlantic Boulevard at the Alleyway – PM, LOS E

The Level of Service for an unsignalized intersection is reported based on the single approach movement with the highest delay, which in this case, would be the westbound approach. The side street traffic at this intersection experiences delay during the peak hours while waiting for an acceptable gap in traffic on Atlantic Boulevard. While the side street approach operates at a deficient Level of Service based on the highest delay approach, the overall intersection delay would be acceptable. Any queuing that occurs on the side street is contained on the minor intersection approach and does not impact the progression of traffic on the main arterial.

PROJECT TRAFFIC

Project Trip Generation

Daily and evening peak hour trips for the project were estimated using the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition) trip rates for Fast-Food Restaurant with Drive-thru (ITE Land Use 934). Pass-by reduction factors were applied to the proposed land use based on the ITE Trip Generation Handbook (3rd Edition).

The trip rates and the estimated project trip generation are shown on Table 2. After applying pass-by reduction factors, the project is estimated to generate approximately 814 vehicle trips on a daily basis, with 29 trips in the evening peak hour.

Project Trip Distribution and Assignment

Project trip distribution assumptions for the project site were developed based on existing traffic patterns, the likely origins and destinations of site employees and patrons, and input from City staff. Trip distribution assumptions are shown on Figure 5. Based on the trip distribution and assignment assumptions, the project trips to be added to the street system by the proposed project were calculated and are shown on Figure 6.

TABLE 1
SUMMARY OF INTERSECTION OPERATION
EXISTING CONDITIONS

Int. #	Intersection	Traffic Control	PM Peak Hour	
			V/C / Delay	LOS
1	Atlantic Boulevard at Brightwood Street	S	0.655	B
2	Atlantic Boulevard at Alleyway	U	35.5	E
3	College View Lane/Collegian Avenue at Floral Drive	S	0.648	B
4	Atlantic Boulevard at Floral Drive	S	0.709	C

Notes:

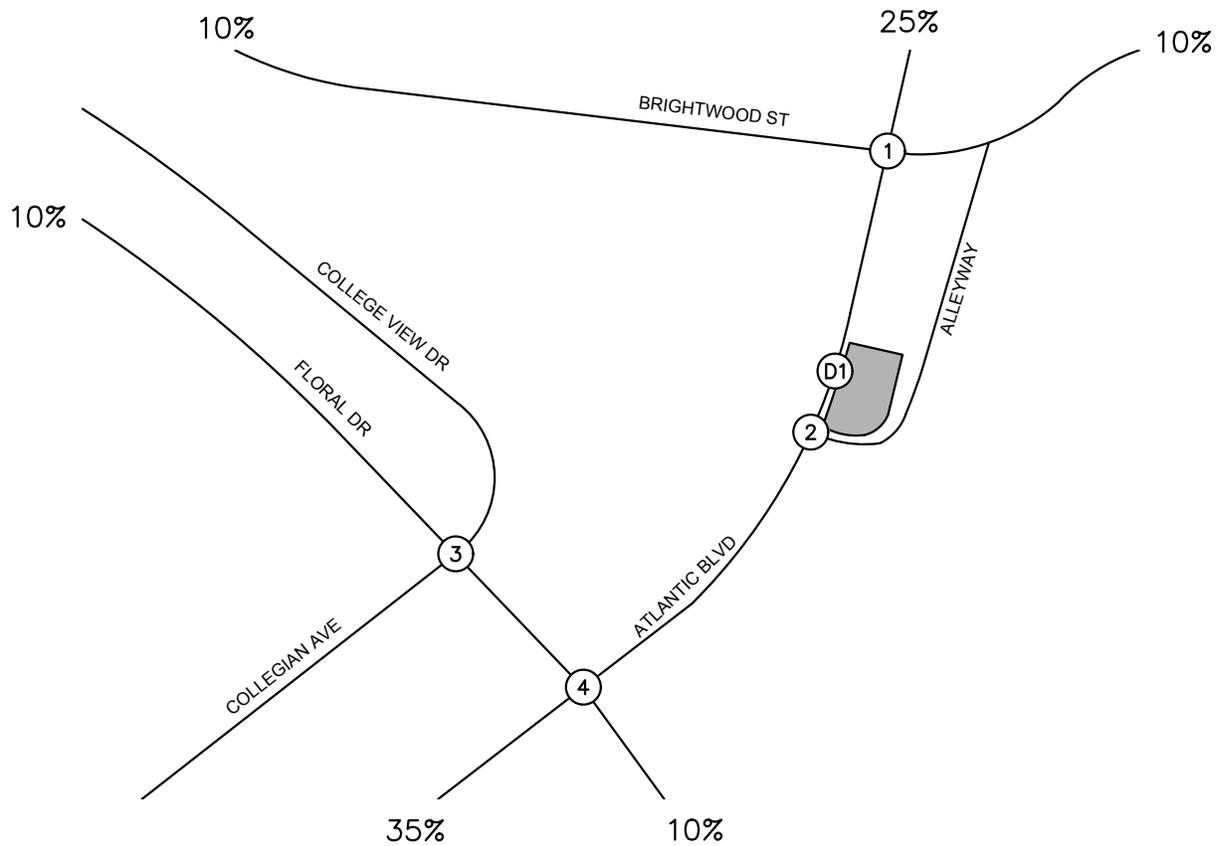
- S = Signalized; U = Unsignalized
- ICU = Intersection Capacity Utilization; LOS = Level of Service
- Delay refers to the average control delay measured in seconds per vehicle.
- Bold and shaded values indicate intersections operating at LOS E or F per City standards.

TABLE 2
SUMMARY OF PROJECT TRIP GENERATION

Land Use	ITE Code	Unit	Trip Generation Rates ¹			
			Daily	PM Peak Hour		
				In	Out	Total
Fast-Food Restaurant w/ Drive-thru	934	KSF	470.95	16.988	15.682	32.67
Land Use	Quantity	Unit	Trip Generation Estimates			
			Daily	PM Peak Hour		
				In	Out	Total
Fast-Food Restaurant w/ Drive-thru	1.790	KSF	843	30	28	58
<i>Pass-by Trips (50% PM) ²</i>			-29	-15	-14	-29
Total Net Project Trips			814	15	14	29
¹ Source: Institute of Transportation Engineers (ITE) <u>Trip Generation Manual</u> , 10th Edition ² Source: Institute of Transportation Engineers (ITE) <u>Trip Generation Handbook</u> , 3rd Edition						



NOT TO SCALE

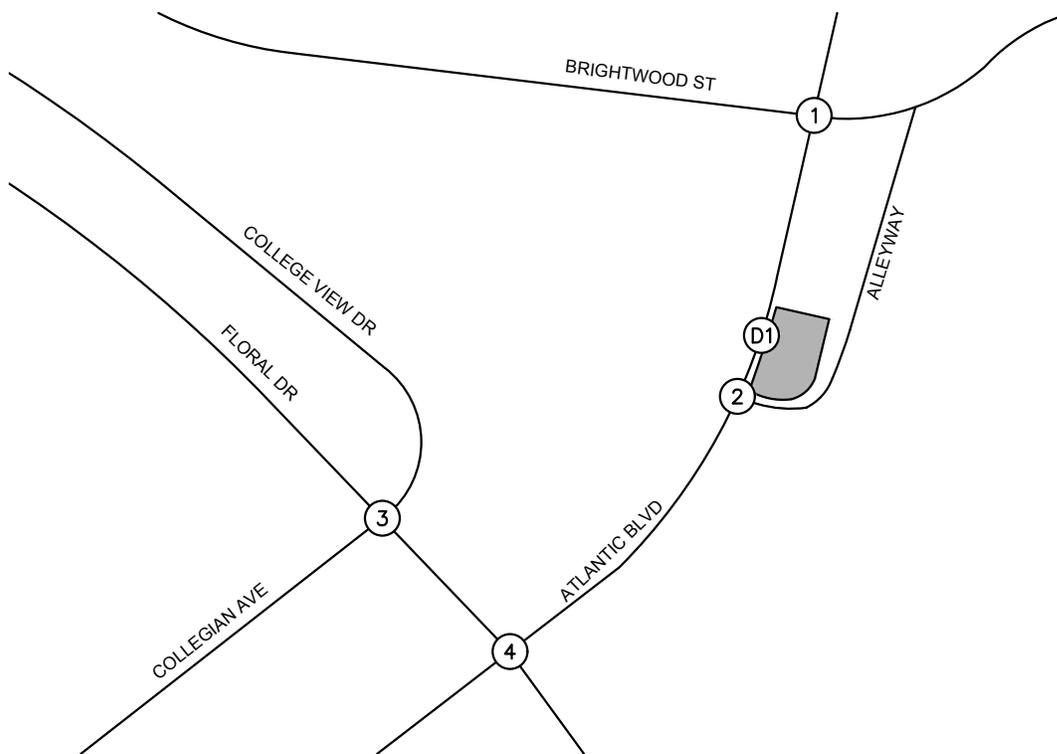


**FIGURE 5
PROJECT TRIP DISTRIBUTION**

LEGEND:
■ = Project Site
XX% = Trip Distribution Percentage



NOT TO SCALE



1. Atlantic Blvd at Brightwood St	2. Atlantic Blvd at Alleyway	3. College View Ln at Floral Dr	4. Atlantic Blvd at Floral Dr
D1. Atlantic Blvd at Project Driveway			

LEGEND:

- = Project Site
- = Study Intersection
- XXX = PM Peak Hour Turning Movement Volume

**FIGURE 6
PROJECT-RELATED
TRAFFIC VOLUMES**

EXISTING PLUS PROJECT CONDITIONS

This section addresses the impacts associated with adding project-related trips to Existing Conditions traffic volumes. The Existing Plus Project scenario is a hypothetical scenario which assumes that the Project would be fully implemented at the present time, with no other changes to area traffic volumes or to the street network serving the site.

Existing evening peak hour plus project traffic volumes are shown on Figure 7. A summary of the resulting intersection Level of Service is provided on Table 3. As review of this table shows, all study intersections would continue to operate at an acceptable Level of Service in the evening peak hour, with the exception of the following intersection:

- #2 – Atlantic Boulevard at the Alleyway – PM, LOS E

FUTURE CONDITIONS

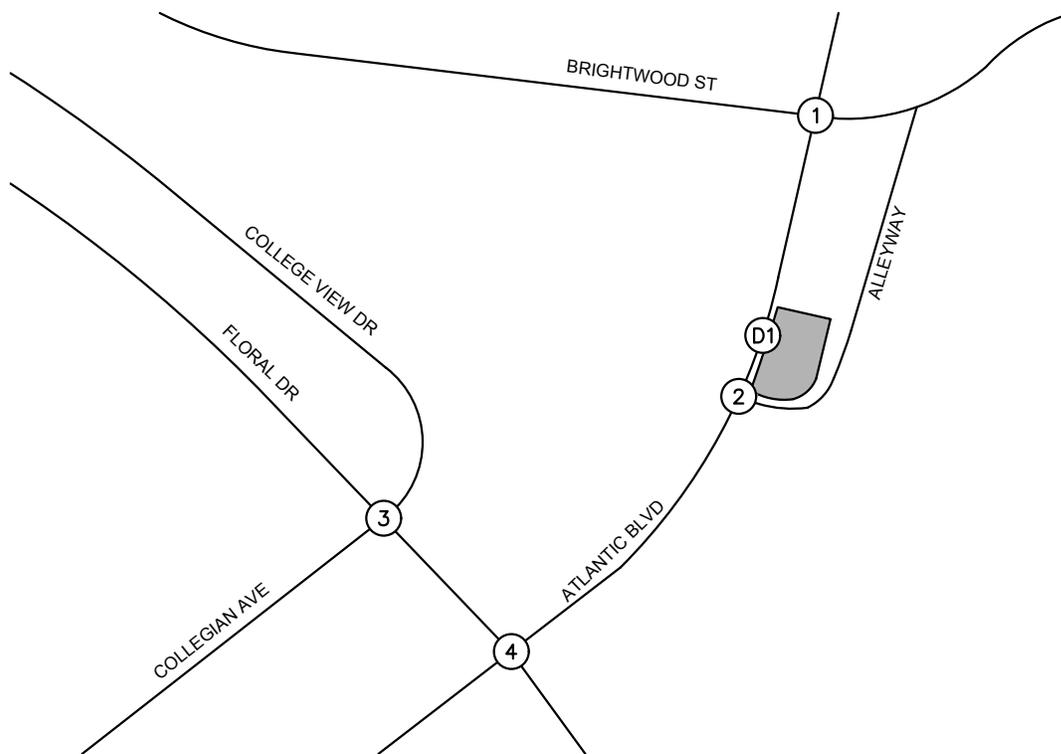
Project completion is estimated to occur in Year 2020. Future year forecasts for Opening Year 2020 were developed using the “build-up” forecasting process, starting with adding a background growth factor of 0.81 percent per year, for a total of two years, to existing traffic volumes.

In addition to ambient growth, Cumulative Projects, if any exist within the project vicinity, are considered in the Future Conditions analysis. Cumulative Project consist of projects that are approved but not yet built, built but not fully occupied, and projects that are in various stages of the application and approval process, but have not yet been approved. These projects are considered to be “reasonably foreseeable,” and must therefore be analyzed for CEQA purposes.

Cumulative Project information was obtained from the City of Monterey Park Planning Department. A summary of the Cumulative Projects included in the Future Conditions analysis is provided on Table 4. The location of the Cumulative Projects in relation to the project site is shown on Figure 8.



NOT TO SCALE



1. Atlantic Blvd at Brightwood St	2. Atlantic Blvd at Alleyway	3. College View Ln at Floral Dr	4. Atlantic Blvd at Floral Dr
D1. Atlantic Blvd at Project Driveway			

LEGEND:

- = Project Site
- = Study Intersection
- XXX = PM Peak Hour Turning Movement Volume

**FIGURE 7
EXISTING PLUS PROJECT
TRAFFIC VOLUMES**

TABLE 3
SUMMARY OF INTERSECTION OPERATION
EXISTING PLUS PROJECT CONDITIONS

Int. #	Intersection	Traffic Control	PM Peak Hour					
			Without Project		With Project		Project Impact	Impact Sig?
			V/C / Delay	LOS	V/C / Delay	LOS		
1	Atlantic Boulevard at Brightwood Street	S	0.655	B	0.656	B	0.001	No
2	Atlantic Boulevard at Alleyway	U	35.5	E	37.8	E	2.3	No
3	College View Lane/Collegian Avenue at Floral Drive	S	0.648	B	0.649	B	0.001	No
4	Atlantic Boulevard at Floral Drive	S	0.709	C	0.713	C	0.004	No
D1	Atlantic Boulevard at Project Driveway	U			29.8	D	-	-

Notes:

- S = Signalized, U = Unsignalized
- ICU = Intersection Capacity Utilization; LOS = Level of Service
- Delay refers to the average control delay measured in seconds per vehicle.
- Bold and shaded values indicate intersections operating at LOS E or F per City standards.

TABLE 4
SUMMARY OF CUMULATIVE PROJECTS

Proj. No.	Project Address	Land Use	Quantity	Unit	Project Trips		
					Daily Trips	PM Peak Hour	
						In	Out
1	808 W Garvey Avenue	Commercial	19.385	KSF	6,887	334	361
		Hotel	148	Rooms	1,237	45	44
		Apartments	98	DU	337	25	11
2	500 E Markland Drive	Storage	123.062	KSF	214	6	17
Total					8,675	410	433
KSF = Thousand Square Feet, DU = Dwelling Units							



NOT TO SCALE

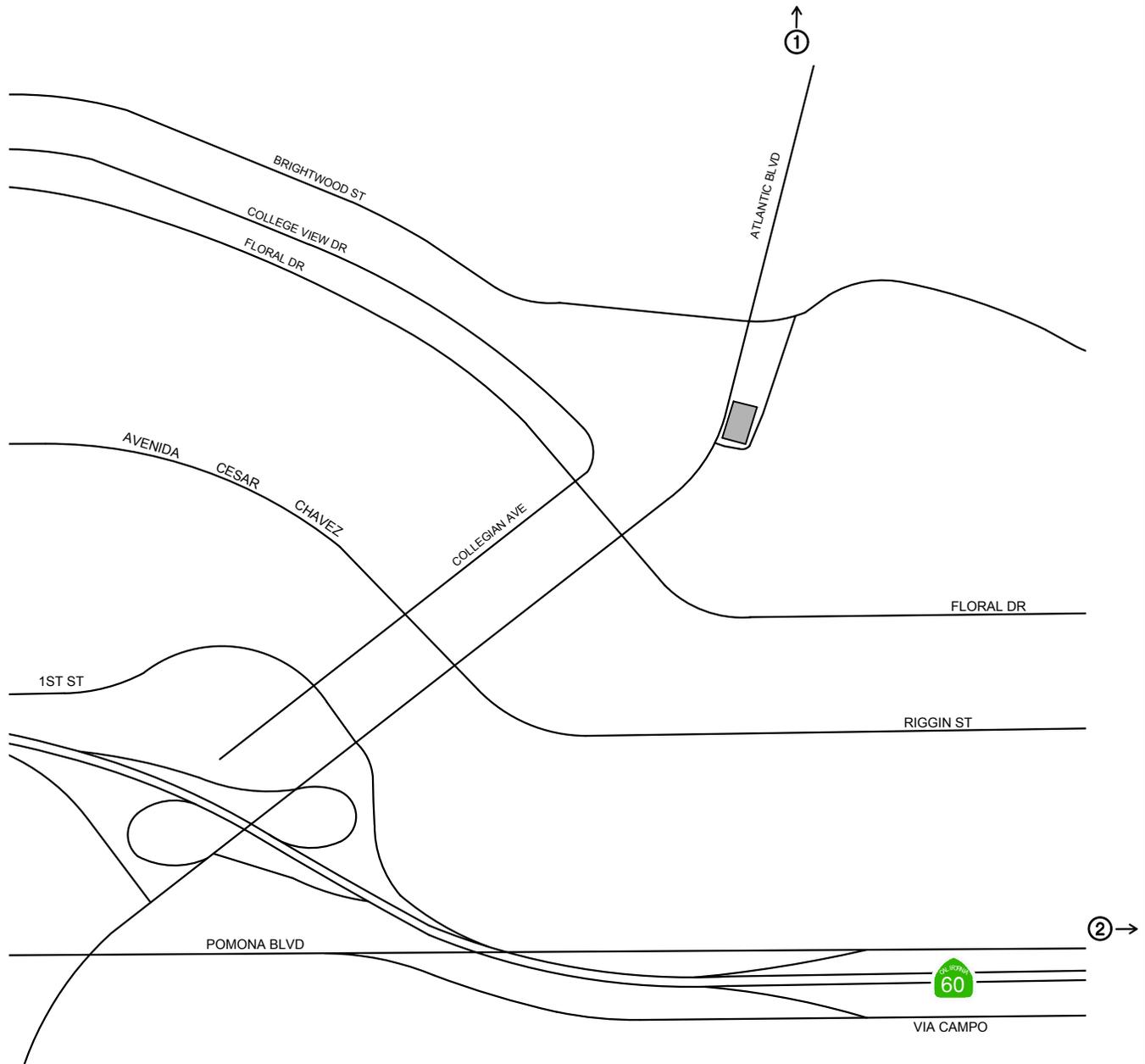


FIGURE 8
LOCATION OF CUMULATIVE PROJECTS

LEGEND:

- = Project Site
- = Cumulative Project

Opening Year 2020 Without Project

The ambient growth and Cumulative Project Traffic were added to the existing traffic volumes to develop Opening Year 2020 Without Project volumes. The resulting traffic volumes are shown on Figure 9.

A summary of the resulting intersection Level of Service is provided on Table 5. Intersection analysis worksheets are provided in *Appendix C*. With the addition of ambient growth and Cumulative Project traffic, all study intersections would operate at an acceptable Level of Service in the evening peak hour, with the exception of the following intersection:

- #2 – Atlantic Boulevard at the Alleyway – PM, LOS E

Opening Year 2020 With Project

The project-related traffic was added to Opening Year 2020 Without Project volumes to develop Opening Year 2020 With Project traffic forecasts. The resulting traffic volumes are shown on Figure 10.

A summary of the resulting intersection Level of Service is provided on Table 6. Intersection analysis worksheets are provided in *Appendix C*. With the addition of project traffic, all study intersections would continue to operate at an acceptable Level of Service in the evening peak hour, with the exception of the following intersection:

- #2 – Atlantic Boulevard at the Alleyway – PM, LOS E

SITE ACCESS AND CIRCULATION

Access to the Raising Cane's project would be provided by two full-movement driveways, one on Atlantic Boulevard and the other driveway on the Alleyway on the east side of the project site. Both driveways would provide access to the opening of the drive-through lane. All driveways would be unsignalized.

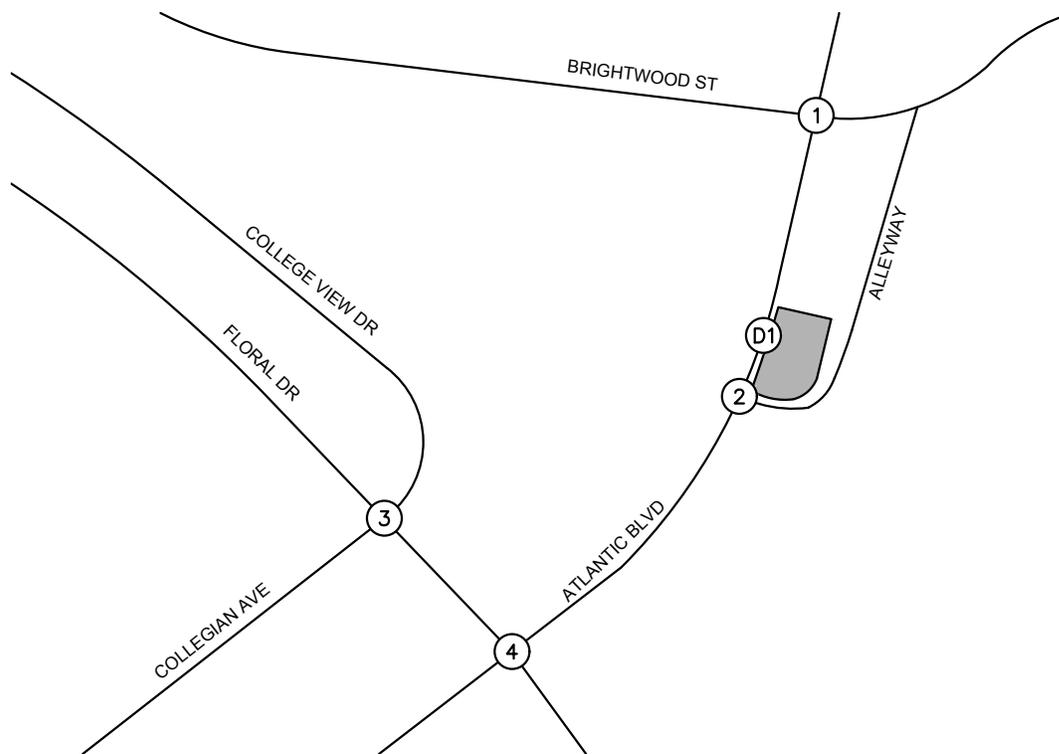
Traffic Signal Warrants

Traffic signal warrant analyses were completed for the intersections of Atlantic Boulevard at the Alleyway and Atlantic Boulevard at the Project Driveway. The intersection of Atlantic Boulevard at the Alleyway is expected to operate in future conditions at LOS E.

The California Manual on Uniform Traffic Control Devices (MUTCD, 2017), Warrant 3 for peak hour was used. Using the Opening Year 2020 with Project forecasted volumes, Warrant 3 is not met for either of the intersections. The traffic signal warrant worksheets are provided in *Appendix D*.



NOT TO SCALE



1. Atlantic Blvd at Brightwood St	2. Atlantic Blvd at Alleyway	3. College View Ln at Floral Dr	4. Atlantic Blvd at Floral Dr

LEGEND:

- = Project Site
- = Study Intersection
- XXX = PM Peak Hour Turning Movement Volume

**FIGURE 9
OPENING YEAR 2020
TRAFFIC VOLUMES**

TABLE 5
SUMMARY OF INTERSECTION OPERATION
OPENING YEAR 2020 CONDITIONS

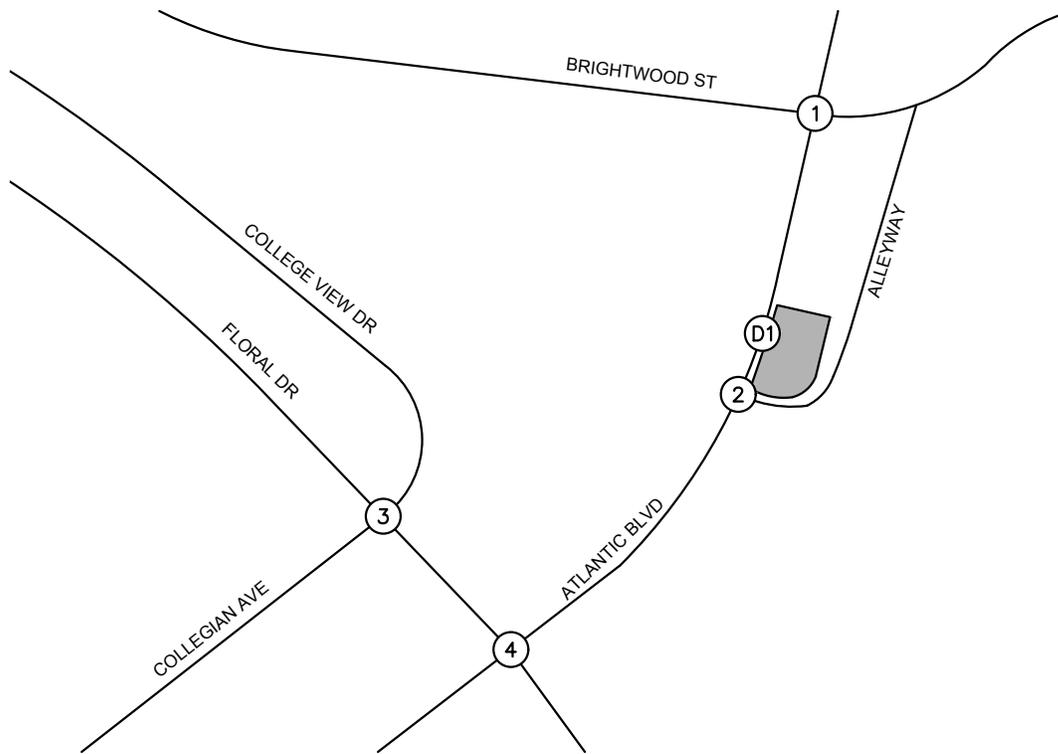
Int. #	Intersection	Traffic Control	PM Peak Hour	
			V/C / Delay	LOS
1	Atlantic Boulevard at Brightwood Street	S	0.671	B
2	Atlantic Boulevard at Alleyway	U	37.6	E
3	College View Lane/Collegian Avenue at Floral Drive	S	0.657	B
4	Atlantic Boulevard at Floral Drive	S	0.724	C

Notes:

- S = Signalized, U = Unsignalized
- ICU = Intersection Capacity Utilization; LOS = Level of Service
- Delay refers to the average control delay measured in seconds per vehicle.
- Bold and shaded values indicate intersections operating at LOS E or F per City standards.



NOT TO SCALE



1. Atlantic Blvd at Brightwood St	2. Atlantic Blvd at Alleyway	3. College View Ln at Floral Dr	4. Atlantic Blvd at Floral Dr
D1. Atlantic Blvd at Project Driveway			

LEGEND:

- = Project Site
- = Study Intersection
- XXX = PM Peak Hour Turning Movement Volume

**FIGURE 10
OPENING YEAR 2020 PLUS PROJECT
TRAFFIC VOLUMES**

TABLE 6
SUMMARY OF INTERSECTION OPERATION
OPENING YEAR 2020 WITH PROJECT CONDITIONS

Int. #	Intersection	Traffic Control	PM Peak Hour					
			Without Project		With Project		Project Impact	Impact Sig?
			V/C / Delay	LOS	V/C / Delay	LOS		
1	Atlantic Boulevard at Brightwood Street	S	0.671	B	0.672	B	0.001	No
2	Atlantic Boulevard at Alleyway	U	37.6	E	40.3	E	2.7	No
3	College View Lane/Collegian Avenue at Floral Drive	S	0.657	B	0.658	B	0.001	No
4	Atlantic Boulevard at Floral Drive	S	0.724	C	0.728	C	0.004	No
D1	Atlantic Boulevard at Project Driveway	U			31.3	D	-	-

Notes:

- S = Signalized, U = Unsignalized
- ICU = Intersection Capacity Utilization; LOS = Level of Service
- Delay refers to the average control delay measured in seconds per vehicle.
- Bold and shaded values indicate intersections operating at LOS E or F per City standards.

Drive-Through Queuing

The opening to the drive-through lane is shown at the southeast corner of the building, and the pick-up window is shown on the west side of the building. The drive-through lane would wrap around the east, north, and west sides of the building in a counter-clockwise direction. The proposed project would provide a drive-through lane with two order boards. The drive through lane would begin as two drive-through lanes for use of the two order boards, which would allow Raising Cane's to take orders from two customers at the same time. and then merge back into a single drive-through lane prior to the pay and pick-up window. The drive-through lane would provide a queuing capacity for approximately 17 vehicles.

A drive-through queueing analysis was prepared to evaluate the drive-through queueing capacity of the proposed Raising Cane's, based on drive-through data from existing Raising Cane's restaurants in Southern California. The drive-through queueing analysis is provided in Appendix E.

On-Site Parking

The proposed project would provide a parking supply of 18 on-site parking spaces, including 1 ADA parking space and 1 EV parking space. Five parking spaces would have direct access to the alleyway on the east side of the project site. 6 parking spaces would have direct access to the alleyway on the south side of the project site, and 7 parking spaces would be along an internal project drive aisle. There is an existing shopping center driveway south of the alleyway. It is recommended that Raising Cane's employees be instructed to park in the parking spaces adjacent to the alleyway on the south side of the project site to free up the parking spaces least likely to be impacted by the potential queue of vehicles at the intersection of Atlantic Boulevard and the alleyway.

Queuing Analysis – Atlantic Boulevard at Alleyway

As congestion increases it is common for traffic at stop signs to form lines of stopped (or queued) vehicles. The 95th percentile queue is calculated by using 95th percentile traffic to account for fluctuations in traffic and represents a condition where 95 percent of the time during the peak period, traffic volumes and related queuing will be at, or less, than determined by the analysis.

A 95th percentile queuing analysis was performed for the westbound approach at the intersection of Atlantic Boulevard at Alleyway under Opening Year 2020 and Opening Year With Project conditions. Currently, there is a shopping center driveway directly south of the Alleyway close to the intersection of Atlantic Boulevard at Alleyway. With the proposed project Alleyway driveway, the westbound approach would have a storage capacity of approximately 125 ft, or 5 vehicles, assuming 25 feet per vehicle.

Under Opening Year 2020 conditions, the westbound approach would have a 95th percentile queue length of 27 feet. Under Opening Year With Project conditions, the westbound approach would have a 95th percentile queue of 36 feet. Assuming 25 feet per vehicle, the addition of project traffic increases the 95th percentile queue length by less than one vehicle. With the addition of project traffic, the increase in 95th percentile queue on the westbound approach is negligible.

SUMMARY OF FINDINGS AND CONCLUSIONS

- The applicant proposes to develop a 1,790-square-foot Raising Cane's drive-through restaurant. The project site is bounded by an existing commercial use to the north, Atlantic Boulevard to the west, and an alleyway to the east and south. The proposed site is currently vacant.
- Evening peak hour operating conditions were evaluated at four study intersections for the following study scenarios:
 - Existing,
 - Existing Plus Project,
 - Opening Year 2020 without Project, and
 - Opening Year 2020 with Project.
- Existing peak hour traffic counts were collected in October 2018.
- Under Existing Conditions, all study intersections are currently operating at an acceptable Level of Service, with the exception of the following intersection:
 - #2 – Atlantic Boulevard at the Alleyway – PM, LOS E
- After applying pass-by reduction factors, the project is estimated to generate approximately 814 vehicle trips on a daily basis, with 29 trips in the evening peak hour.
- Under Existing Plus Project Conditions, all study intersections would continue to operate at an acceptable Level of Service, with the exception of the following intersections:
 - #2 – Atlantic Boulevard at the Alleyway – PM, LOS E
- Ambient traffic growth and Cumulative Project traffic was added to Existing Conditions to establish Opening Year 2020 without Project Conditions.
- Under Opening Year 2020 without Project Conditions, all study intersections would operate at an acceptable Level of Service, with the exception of the following intersection:
 - #2 – Atlantic Boulevard at the Alleyway – PM, LOS E
- Under Opening Year 2020 with Project Conditions, all study intersections would continue to operate at an acceptable Level of Service in the evening peak hour, with the exception of the following intersections:
 - #2 – Atlantic Boulevard at the Alleyway – PM, LOS E

- Traffic signal warrant analyses were completed for the unsignalized intersections of Atlantic Boulevard at the Alleyway and Atlantic Boulevard at the Project Driveway. Based on the California MUTCD, Warrant 3 is not met for either intersection.
- It is recommended Raising Cane's employees be instructed to park in the parking spaces adjacent to the alleyway on the south side of the project site to free up the parking spaces least likely to be impacted by the potential queue of vehicles at the intersection of Atlantic Boulevard and the alleyway.
- A 95th percentile queue analysis was performed for the westbound approach at the intersection of Atlantic Boulevard at Alleyway. With the addition of project traffic, the increase in 95th percentile queue on the westbound approach is negligible.

APPENDIX A
APPROVED SCOPING AGREEMENT

TRAFFIC STUDY SCOPING AGREEMENT

Project Name:	Monterey Park Raising Cane's		
Project Location:	1970 S Atlantic Blvd, Monterey Park, CA 91754		
Project Description:	1,790 SF Fast-food Restaurant with Drive-thru (Site Plan – ATTACHMENT A)		
Opening Year:	2019	Build-out Year:	N/A
Annual Growth Rate:	0.81% (per CMP)		

Applicant Firm:	Raising Cane's	Applicant Contact:	6800 Bishop Rd, Plano, TX 75024
Phone Number:		E-mail Address:	
Consultant Firm:	Kimley-Horn and Assoc.	Consultant Contact:	Trevor Briggs
Phone Number:	(714) 939-1030	E-mail Address:	Trevor.Briggs@kimley-horn.com

**Project Trip Generation Summary
(Trip Generation Table – ATTACHMENT B)**

Source of Rates:	ITE Trip Generation Manual, 10th Edition	Other:	
-------------------------	--	---------------	--

ITE Land Use:	Fast-Food Res. w/ Drive-thru	ITE Land Use Code:	934		
Daily Trips:	<i>Inbound:</i>	407	<i>Outbound:</i>	407	<i>Total:</i> 814
AM Peak Hour Trips*:	<i>Inbound:</i>	N/A	<i>Outbound:</i>	N/A	<i>Total:</i> N/A
PM Peak Hour Trips:	<i>Inbound:</i>	15	<i>Outbound:</i>	14	<i>Total:</i> 29

See attached Trip Generation table for details.

*Raising Cane's does not open until 10 A.M.

Trip Distribution: (Trip Distribution Exhibit – ATTACHMENT C)

Suggested Study Intersections

1	Atlantic Blvd and Brightwood St	11	
2	Atlantic Blvd and Floral Dr	12	
3	College View Ln/Collegian Ave and Floral Dr	13	
4	Atlantic Blvd and Project Driveway	14	
5	Atlantic Blvd and Alleyway	15	
6		16	
7		17	
8		18	
9		19	
10		20	



October 4, 2018

Consultant's Representative

Date

Approved by:

City Representative

Date

Attachments:

- A. Project Site Plan
- B. Trip Generation Table
- C. Project Trip Distribution & Suggested Traffic Area Map

TITLE REPORT EXCEPTIONS

EASEMENTS ARE PLOTTED HEREON WITH REFERENCE TO SCHEDULE B EXCEPTION NUMBER.

6 AN EASEMENT AFFECTING THAT PORTION OF SAID LAND AND FOR THE PURPOSES STATED HEREIN AND INCIDENTAL PURPOSES AS PROVIDED IN THE FOLLOWING: GRANTED TO SOUTHERN CALIFORNIA EDISON COMPANY FOR RECORD MARCH 22, 1950 IN BOOK 32644 OF OFFICIAL RECORDS, PAGE 132 AS INSTRUMENT NO. 2558 THE EASTERLY 6 FEET OF LOTS 191 & 192. AFFECTS POLE LINES

7 AN EASEMENT AFFECTING THAT PORTION OF SAID LAND AND FOR THE PURPOSES STATED HEREIN AND INCIDENTAL PURPOSES AS PROVIDED IN THE FOLLOWING: GRANTED TO SOUTHERN CALIFORNIA EDISON COMPANY FOR RECORD AUGUST 13, 1953 IN BOOK 42456 OF OFFICIAL RECORDS, PAGE 169 AS INSTRUMENT NO. 2769 AS DESCRIBED THEREIN. AFFECTS POLES AND CONDUITS

SIGN INFORMATION

8 MUTCD SIGN R5-1 - "DO NOT ENTER"

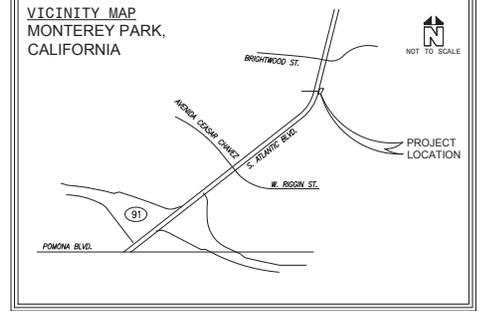
CONSTRUCTION NOTES:

- 1 STANDARD DUTY CONCRETE PAVEMENT
- 2 CONCRETE CURB
- 3 STANDARD DUTY ASPHALT CONCRETE PAVEMENT
- 4 LANDSCAPE/PLANTER AREA
- 5 HEAVY DUTY CONCRETE PAVEMENT
- 6 ACCESSIBLE PARKING STALL SIGN IN BOLLARD
- 7 DIRECTIONAL MARKING PER PLAN
- 8 ACCESSIBLE RAMP WITH DETECTABLE WARNING (TRUNCATED DOME)
- 9 JOIN EXISTING CURB, CURB & GUTTER, SIDEWALK.
- 10 "CLEAN AIR/VAN POOL/EV" IN 12" HIGH WHITE LETTERS AT THE END OF PARKING STALL
- 11 ADA PATH OF TRAVEL SIGN
- 12 PUBLIC CURB AND GUTTER PER CITY OF MONTEREY PARK STANDARDS.
- 13 PUBLIC SIDEWALK PER CITY OF MONTEREY PARK STANDARDS.
- 14 PYLON SIGN
- 15 COVERED TRASH ENCLOSURE AND RECYCLING BIN STORAGE
- 16 STANDARD 90° PARKING STALL STRIPING
- 17 BIKE RACK
- 18 18" WALK-OFF CURB
- 19 PREVIEW BOARD
- 20 ORDER BOARD
- 21 HEADACHE BAR
- 22 CONCRETE CURB AND GUTTER
- 23 PROPRIETARY STORMWATER BIOFILTRATION SYSTEM. PRELIMINARY SIZING SHOWN FOR REFERENCE ONLY.
- 24 INSTALL WHEELSTOPS FOR PARKING SPACES
- 25 SITE LIGHTING
- 26 FUTURE E/V CHARGING STATION. CONDUIT TO BE RAN TO STALL FOR FUTURE CONNECTION
- 27 PARCEL MERGER SHALL BE COMPLETED FOR THE PROPOSED PROJECT
- 28 PARKWAY LANDSCAPING PER CITY OF MONTEREY PARK STANDARDS.
- 29 COMMERCIAL DRIVEWAY PER CITY OF MONTEREY PARK STANDARDS.
- 30 HEAVY DUTY ASPHALT CONCRETE PAVEMENT.
- 31 PATIO TO BE COLORED CONCRETE/ENHANCED PAVERS.
- 32 PAD MOUNTED TRANSFORMER.
- 33 SWITCHGEAR CABINET.
- 34 INSTALL CURB ALONG EXISTING PAVEMENT EDGE. CURB SHALL NOT CROSS ADJACENT PROPERTY LINE.

LEGEND:

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

ATTACHMENT A



SITE DATA

PROJECT DESCRIPTION: DEMOLITION OF EXISTING FOUNDATION AND SUBSURFACE STRUCTURES AND NEW CONSTRUCTION OF A RAISING CANE'S RESTAURANT

ADDRESS: 1970 S ATLANTIC BLVD MONTEREY PARK, CA 91754

ZONING DISTRICT: S-C

LAND USE: SHOPPING CENTER

FLOOD ZONE: ZONE X - AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.

TOTAL DISTURBED AREA:	17,863 S.F.	(0.41 AC)	
TOTAL PAD AREA:	4,635 S.F.	(0.08 AC)	
PROPOSED LEASE AREA:	17,863 S.F.	(0.41 AC)	
LOT COVERAGE:			
TOTAL SITE AREA:	17,863 S.F.	(0.41 AC)	100%
BUILDING AREA:	1,800 S.F.	(0.04 AC)	10.0%
IMPERVIOUS AREA:	15,863 S.F.	(0.33 AC)	77.6%
LANDSCAPE AREA:	2,220 S.F.	(0.05 AC)	12.4%
FRONTAGE:	440.5X (900 S.F.)	OF TOTAL LANDSCAPING ALONG S. ATLANTIC BLVD.	
OFF-SITE COVERAGE:			
TOTAL OFF-SITE AREA:	1,569 S.F.	(0.04 AC)	100%
IMPERVIOUS AREA:	1,176 S.F.	(0.03 AC)	75.0%
LANDSCAPE AREA:	393 S.F.	(0.01 AC)	25.0%

PARKING & LANDSCAPE BUFFER

FRONT (PROVIDED): 5.5'*

REAR: 0.0'

SIDE (N): 0.0'

SIDE (S): 0.0'

* SETBACK VARIANCE IS BEING REQUESTED AS PART OF THIS APPLICATION

PARKING SUMMARY:

1,790 S.F. BUILDING

1 STALL/100 S.F. REQUIRED BY CITY CODE

PARKING REQUIRED = 18 STALLS REQUIRED.

ADA PARKING FOR 1-25 PARKING STALLS = 1 ADA PARKING STALL REQUIRED PER 2016 CBC

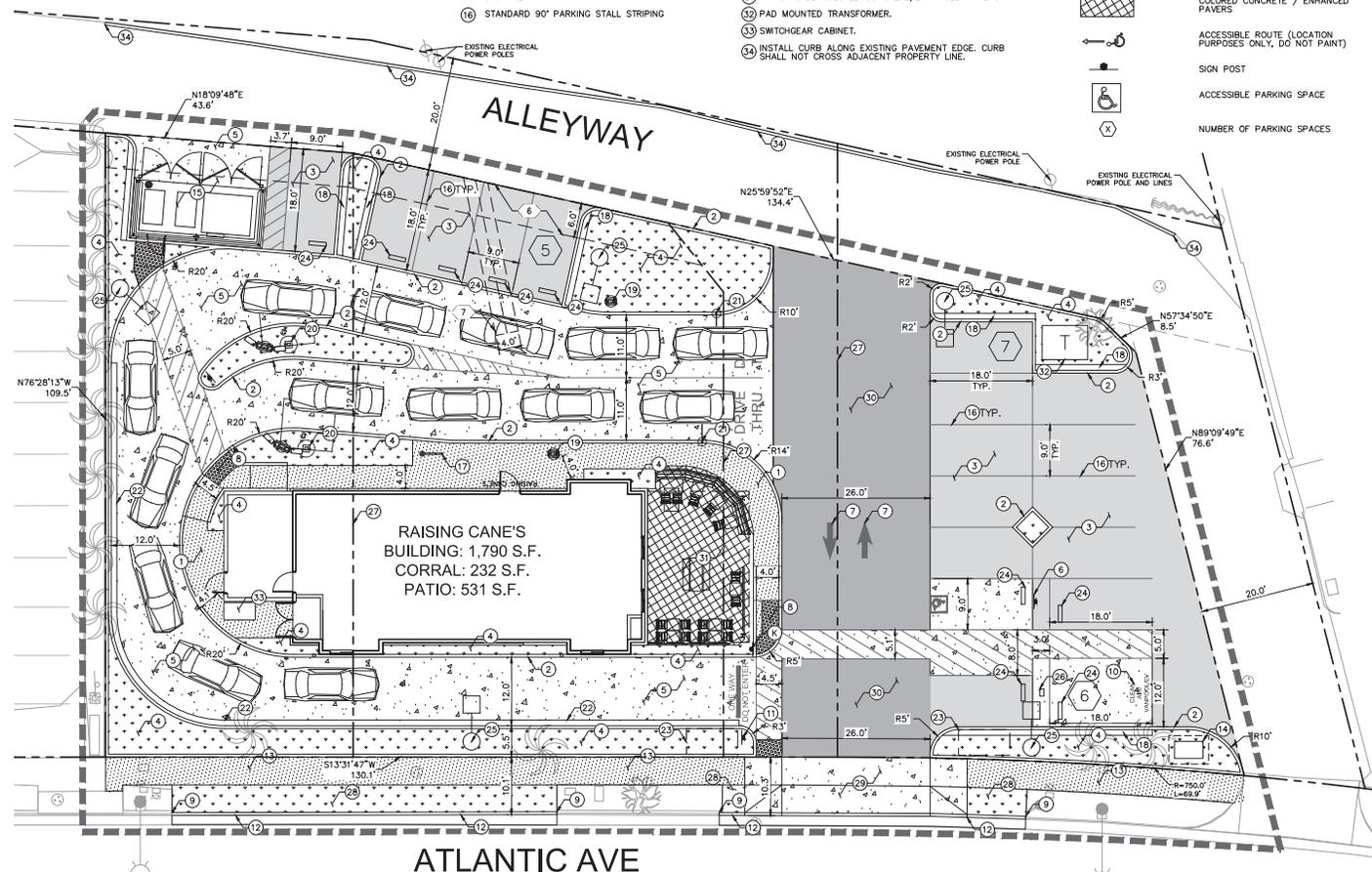
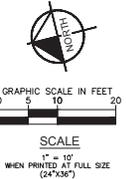
FUTURE EV FOR 1-25 PARKING STALLS = 1 FUTURE EV STALL REQUIRED PER 2016 CALGREEN

1 FUTURE EV STALL MUST BE VAN ACCESSIBLE.

NUMBER OF REQUIRED DESIGNATED STALLS FOR LOW-EMITTING, FUEL-EFFICIENT, CARPOOL/VANPOOL, AND ELECTRIC VEHICLES (PER 2016 CALIFORNIA GREEN BUILDING STANDARDS) = 2.

TOTAL NUMBER OF PARKING SPACES PROVIDED = 18

PARKING TABLE:	REQUIRED	PROVIDED
STANDARD	18	18
COMPACT (C)	1	1
MOTORCYCLE	1	1
DESIGNATED	2	2
E/V CHARGING	1	1
ACCESSIBLE	1	1
TOTAL:	18	18



DIG ALERT

CALL BEFORE YOU DIG

1-800-422-4133

A PUBLIC SERVICE BY UNDERGROUND SERVICE ALERT

ISSUE	DATE	DESCRIPTION
1	08.16.2018	INITIAL SUBMITTAL

ENGINEER'S SEAL

Kimley-Horn

765 THE CITY DRIVE, SUITE 200
ORANGE, CA 92668
(714) 538-1020

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

DATE: 8/15/2018
EXP. 12/31/18

CITY OF MONTEREY PARK

APPROVED BY:

PLANNING DIVISION

DATE:

Raising Cane's

1970 S ATLANTIC BLVD
MONTEREY PARK, CA 91754

CITY OF MONTEREY PARK

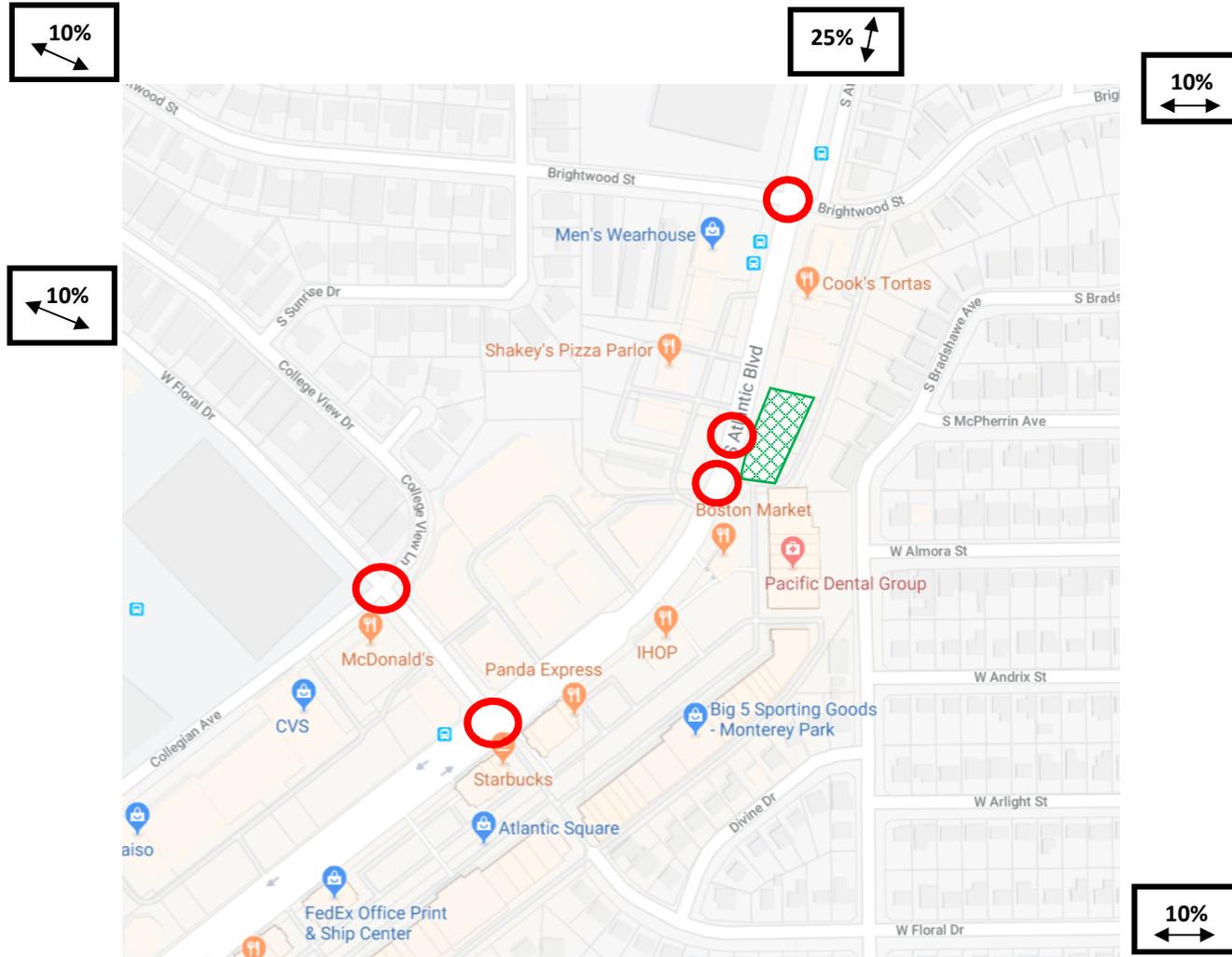
PRELIMINARY SITE PLAN

1 OF 1

**TABLE 1
SUMMARY OF PROJECT TRIP GENERATION
MONTEREY PARK RAISING CANE'S**

Land Use	ITE Code	Unit	Trip Generation Rates ¹			
			Daily	PM Peak Hour		
				In	Out	Total
Fast-Food Restaurant w/ Drive-thru	934	KSF	470.95	16.988	15.682	32.67
Land Use	Quantity	Unit	Trip Generation Estimates			
			Daily	PM Peak Hour		
				In	Out	Total
Fast-Food Restaurant w/ Drive-thru	1.790	KSF	843	30	28	58
<i>Pass-by Trips (50% PM) ²</i>			-29	-15	-14	-29
Total Net Project Trips			814	15	14	29
¹ Source: Institute of Transportation Engineers (ITE) <u>Trip Generation Manual</u> , 10th Edition ² Source: Institute of Transportation Engineers (ITE) <u>Trip Generation Handbook</u> , 3rd Edition						

TRAFFIC STUDY AREA – MONTEREY PARK RAISING CANE'S PROJECT



PROJECT SITE



STUDY INTERSECTION



TRIP DISTRIBUTION

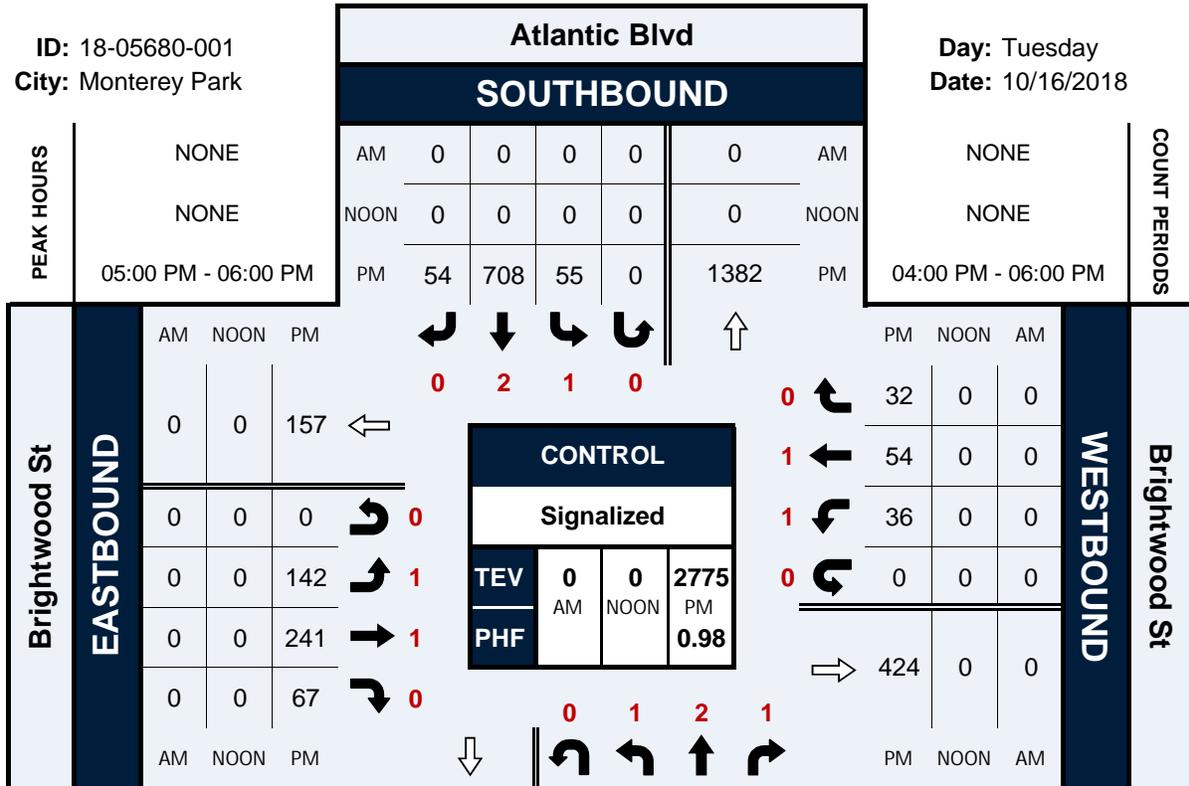
APPENDIX B
TRAFFIC DATA COLLECTION WORKSHEETS

Atlantic Blvd & Brightwood St

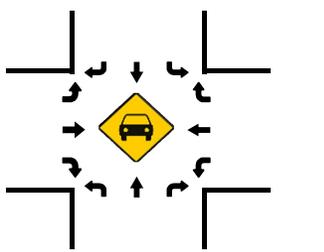
Peak Hour Turning Movement Count

ID: 18-05680-001
City: Monterey Park

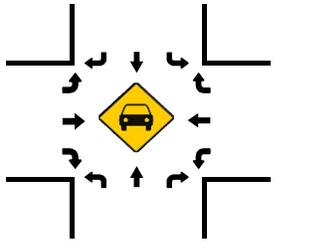
Day: Tuesday
Date: 10/16/2018



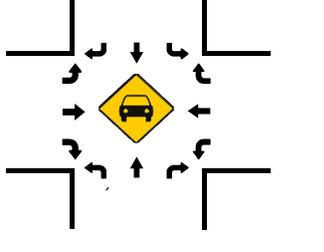
Total Vehicles (AM)



Total Vehicles (NOON)



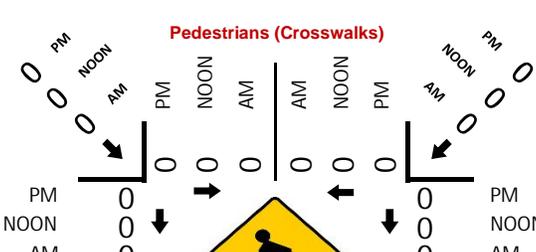
Total Vehicles (PM)



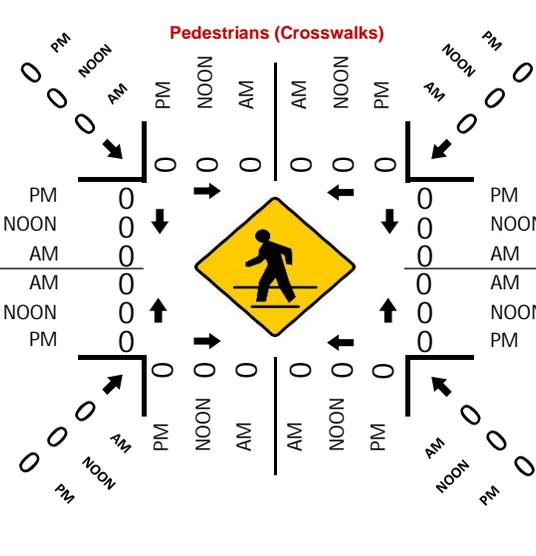
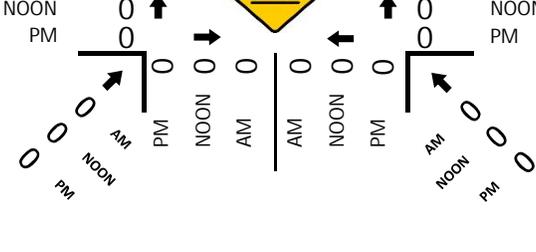
PM	812	1	49	1208	128	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

Atlantic Blvd NORTHBOUND

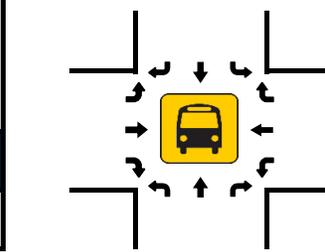
Total Vehicles (AM)



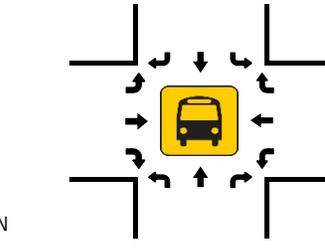
Total Vehicles (NOON)



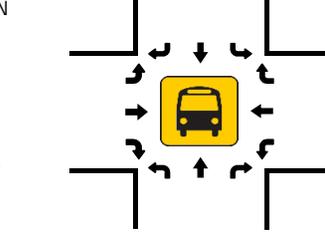
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)



National Data & Surveying Services Intersection Turning Movement Count

Location: Atlantic Blvd & Brightwood St
City: Monterey Park
Control: Signalized

Project ID: 18-05680-001
Date: 2018-10-16

Total

NS/EW Streets:	Atlantic Blvd					Atlantic Blvd					Brightwood St					Brightwood St					SOUTHBOUND2						TOTAL
	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND											
	1 NL	2 NT	1 NR	0 NU	0 NT2	1 SL	2 ST	0 SR	0 SU	0 SU2	1 EL	1 ET	0 ER	0 EU	0 EL2	1 WL	1 WT	0 WR	0 WU	0 WR2	0 S2L	0 S2U	0 S2L2	0 S2T2	0 S2R2	0 S2U2	
4:00 PM	9	224	23	0	0	13	178	11	0	0	20	35	22	0	0	15	13	10	0	0	0	0	0	1	0	0	574
4:15 PM	4	253	17	0	0	15	169	7	0	0	16	54	19	0	0	8	9	6	0	0	0	0	0	2	0	0	579
4:30 PM	7	251	21	2	2	12	216	15	0	0	30	47	17	0	0	8	8	6	0	1	0	0	1	1	0	0	645
4:45 PM	13	268	37	0	1	12	168	14	0	0	26	65	23	0	1	6	17	10	0	0	0	0	1	0	1	0	663
5:00 PM	6	290	33	1	1	12	214	11	0	0	43	56	16	0	0	6	9	8	0	0	0	0	0	0	0	0	706
5:15 PM	15	324	33	0	1	19	158	7	0	0	38	59	18	0	0	8	12	4	0	1	0	0	0	0	0	0	697
5:30 PM	14	298	26	0	1	15	169	25	0	0	34	63	16	0	0	13	17	9	0	0	0	0	0	1	0	0	701
5:45 PM	14	296	36	0	0	9	167	11	0	0	27	63	17	0	0	9	16	11	0	0	0	0	0	1	0	0	677
TOTAL VOLUMES :	NL	NT	NR	NU	NT2	SL	ST	SR	SU	SU2	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	S2L	S2U	S2L2	S2T2	S2R2	S2U2	TOTAL
APPROACH %'s :	82	2204	226	3	6	107	1439	101	0	0	234	442	148	0	1	73	101	64	0	2	0	0	2	6	1	0	5242
	3.25%	87.43%	8.96%	0.12%	0.24%	6.50%	87.37%	6.13%	0.00%	0.00%	28.36%	53.58%	17.94%	0.00%	0.12%	30.42%	42.08%	26.67%	0.00%	0.83%	0.00%	0.00%	22.22%	66.67%	11.11%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																				TOTAL						
PEAK HR VOL :	49	1208	128	1	3	55	708	54	0	0	142	241	67	0	0	36	54	32	0	1	0	0	0	2	0	0	2781
PEAK HR FACTOR :	0.817	0.932	0.889	0.250	0.750	0.724	0.827	0.540	0.000	0.000	0.826	0.956	0.931	0.000	0.000	0.692	0.794	0.727	0.000	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.985
			0.931					0.862					0.978					0.788						0.500			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Atlantic Blvd & Alleyway
 City: Monterey Park
 Control: 1-Way Stop(EB)

Project ID: 18-05680-002
 Date: 2018-10-16

Total

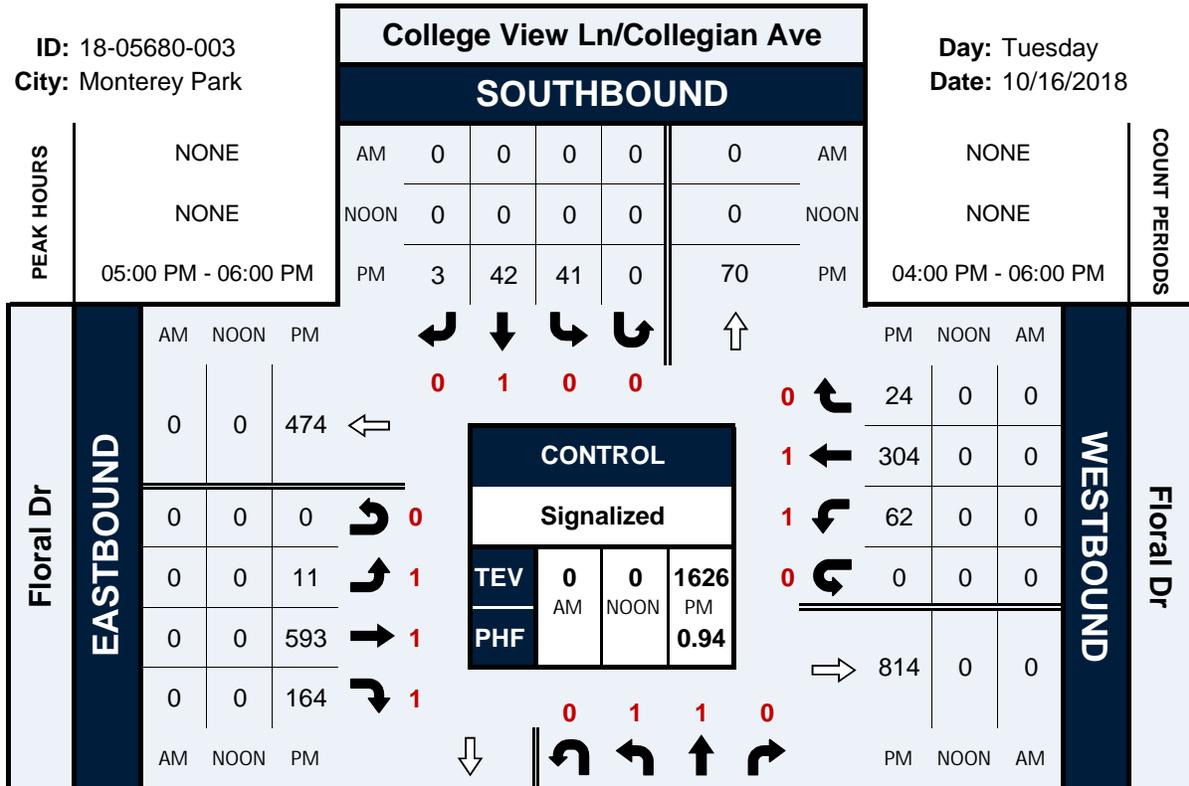
NS/EW Streets:		Atlantic Blvd				Atlantic Blvd				Alleyway				Alleyway				TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM		0	2	0	0	0	2	0	0	0	1	0	0	0	1	0	0	
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM		10	262	2	0	5	205	1	0	1	0	19	0	1	0	9	0	515
4:15 PM		6	271	2	0	9	195	1	0	4	2	7	0	3	0	13	0	513
4:30 PM		8	272	0	0	2	239	0	0	2	0	12	0	1	0	8	0	544
4:45 PM		8	309	3	0	7	186	1	0	0	0	8	0	3	1	15	0	541
5:00 PM		4	329	2	0	3	230	1	1	1	0	12	0	2	1	14	0	600
5:15 PM		10	364	3	1	5	177	0	0	5	0	11	0	3	0	12	0	591
5:30 PM		5	345	0	0	4	199	2	0	5	0	14	0	3	0	14	0	591
5:45 PM		6	312	3	0	9	187	0	0	0	0	10	0	3	0	10	0	540
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
		57	2464	15	1	44	1618	6	1	18	2	93	0	19	2	95	0	4435
APPROACH %'s :		2.25%	97.12%	0.59%	0.04%	2.64%	96.94%	0.36%	0.06%	15.93%	1.77%	82.30%	0.00%	16.38%	1.72%	81.90%	0.00%	
PEAK HR :		04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :		27	1347	8	1	19	792	4	1	11	0	45	0	11	2	55	0	2323
PEAK HR FACTOR :		0.675	0.925	0.667	0.250	0.679	0.861	0.500	0.250	0.550	0.000	0.804	0.000	0.917	0.500	0.917	0.000	0.968
		0.915				0.868				0.737				0.895				

College View Ln/Collegian Ave & Floral Dr

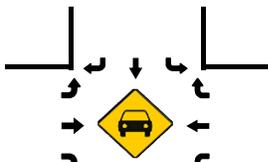
Peak Hour Turning Movement Count

ID: 18-05680-003
City: Monterey Park

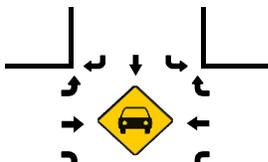
Day: Tuesday
Date: 10/16/2018



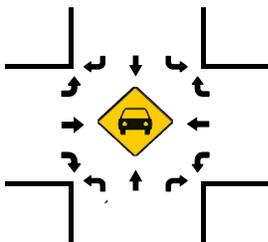
Total Vehicles (AM)



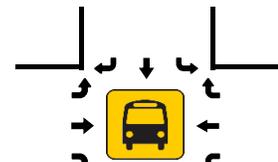
Total Vehicles (NOON)



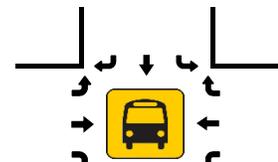
Total Vehicles (PM)



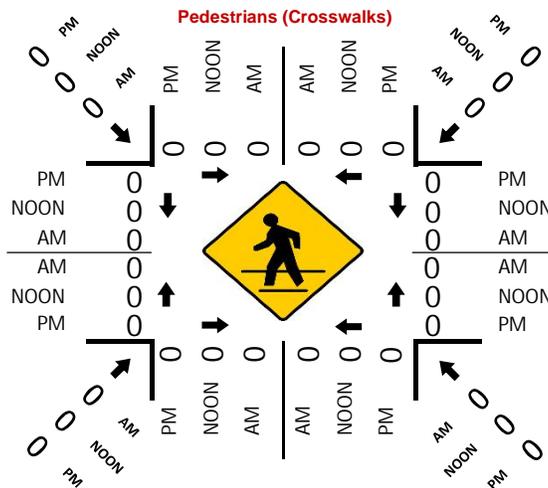
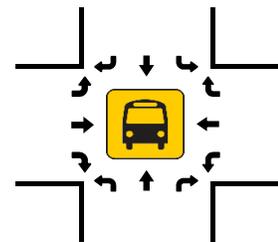
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: College View Ln/Collegian Ave & Floral Dr
 City: Monterey Park
 Control: Signalized

Project ID: 18-05680-003
 Date: 2018-10-16

Total

NS/EW Streets:	College View Ln/Collegian Ave				College View Ln/Collegian Ave				Floral Dr				Floral Dr				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	28	7	33	0	4	3	1	0	5	157	37	0	13	70	9	0	367
4:15 PM	37	4	49	0	5	5	0	0	2	149	42	0	12	90	7	0	402
4:30 PM	22	5	35	0	6	7	0	0	2	144	30	0	16	64	3	0	334
4:45 PM	27	5	43	0	9	6	0	0	2	144	36	0	11	72	6	0	361
5:00 PM	42	12	47	0	11	7	0	0	5	154	49	0	18	84	2	0	431
5:15 PM	47	6	45	0	10	8	3	0	4	155	43	0	11	61	7	0	400
5:30 PM	44	7	49	0	11	15	0	0	1	142	42	0	17	81	8	0	417
5:45 PM	34	10	39	0	9	12	0	0	1	142	30	0	16	78	7	0	378
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	281	56	340	0	65	63	4	0	22	1187	309	0	114	600	49	0	3090
	41.51%	8.27%	50.22%	0.00%	49.24%	47.73%	3.03%	0.00%	1.45%	78.19%	20.36%	0.00%	14.94%	78.64%	6.42%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	167	35	180	0	41	42	3	0	11	593	164	0	62	304	24	0	1626
PEAK HR FACTOR :	0.888	0.729	0.918	0.000	0.932	0.700	0.250	0.000	0.550	0.956	0.837	0.000	0.861	0.905	0.750	0.000	0.943
	0.946				0.827				0.923				0.920				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Atlantic Blvd & Floral Dr
 City: Monterey Park
 Control: Signalized

Project ID: 18-05680-004
 Date: 2018-10-16

Total

NS/EW Streets:		Atlantic Blvd				Atlantic Blvd				Floral Dr				Floral Dr				
PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM		44	198	4	1	17	198	31	0	73	38	72	0	16	18	11	0	721
4:15 PM		50	179	13	0	10	179	31	1	98	36	71	0	14	22	6	0	710
4:30 PM		42	206	14	0	17	206	33	1	62	27	73	0	22	15	10	0	728
4:45 PM		48	203	3	0	11	158	21	0	103	24	63	0	29	18	13	0	694
5:00 PM		62	230	16	1	10	220	34	0	97	27	66	0	12	19	13	0	807
5:15 PM		35	247	13	0	12	164	23	1	124	36	59	0	22	14	10	0	760
5:30 PM		50	264	11	0	8	173	36	0	88	33	70	0	15	21	3	0	772
5:45 PM		33	218	11	1	17	168	35	0	101	27	57	0	15	22	8	0	713
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
		364	1745	85	3	102	1466	244	3	746	248	531	0	145	149	74	0	5905
APPROACH %'s :		16.57%	79.43%	3.87%	0.14%	5.62%	80.77%	13.44%	0.17%	48.92%	16.26%	34.82%	0.00%	39.40%	40.49%	20.11%	0.00%	
PEAK HR :		05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :		180	959	51	2	47	725	128	1	410	123	252	0	64	76	34	0	3052
PEAK HR FACTOR :		0.726	0.908	0.797	0.500	0.691	0.824	0.889	0.250	0.827	0.854	0.900	0.000	0.727	0.864	0.654	0.000	0.945
		0.917				0.853				0.896				0.946				

APPENDIX C
INTERSECTION ANALYSIS WORKSHEETS

Monterey Park Raising Cane's

Vistro File: K:\...\Monterey Park_PM_CURRENT.vistro

Scenario 1 EX PM

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

1/29/2020

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Atlantic Blvd at Brightwood St	Signalized	ICU 1	NB Thru	0.655	-	B
2	Atlantic Blvd at Alleyway	Two-way stop	HCM 2010	WB Left	0.087	35.5	E
3	College View Ln at Floral Dr	Signalized	ICU 1	EB Thru	0.648	-	B
4	Atlantic Blvd at Floral Dr	Signalized	ICU 1	EB Left	0.709	-	C

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

Intersection Level Of Service Report
Intersection 1: Atlantic Blvd at Brightwood St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.655

Intersection Setup

Name	Atlantic Blvd			Atlantic Blvd			Brightwood St			Brightwood St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right									
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			25.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Atlantic Blvd			Atlantic Blvd			Brightwood St			Brightwood St		
Base Volume Input [veh/h]	50	1211	128	55	710	54	142	241	67	36	54	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	50	1211	128	55	710	54	142	241	67	36	54	33
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	303	32	14	178	14	36	60	17	9	14	8
Total Analysis Volume [veh/h]	50	1211	128	55	710	54	142	241	67	36	54	33
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.36	0.08	0.03	0.23	0.23	0.09	0.14	0.04	0.02	0.05	0.05
Intersection LOS	B											
Intersection V/C	0.655											

**Intersection Level Of Service Report
Intersection 2: Atlantic Blvd at Alleyway**

Control Type:	Two-way stop	Delay (sec / veh):	35.5
Analysis Method:	HCM 2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.087

Intersection Setup

Name	Atlantic Blvd		Atlantic Blvd		Alleyway	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Atlantic Blvd		Atlantic Blvd		Alleyway	
Base Volume Input [veh/h]	1347	8	20	792	11	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1347	8	20	792	11	55
Peak Hour Factor	0.9150	0.9150	0.8680	0.8680	0.8950	0.8950
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	368	2	6	228	3	15
Total Analysis Volume [veh/h]	1472	9	23	912	12	61
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	1

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.05	0.01	0.09	0.17
d_M, Delay for Movement [s/veh]	0.00	0.00	13.42	0.00	35.47	19.36
Movement LOS	A	A	B	A	E	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.16	0.00	1.00	1.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	4.02	0.00	25.00	25.00
d_A, Approach Delay [s/veh]	0.00		0.33		22.01	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.77					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 3: College View Ln at Floral Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.648

Intersection Setup

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

Volumes

Name	College View Dr			College View Dr			Floral Dr			Floral Dr		
Base Volume Input [veh/h]	167	35	180	41	42	3	11	593	164	62	304	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	167	35	180	41	42	3	11	593	164	62	304	24
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	9	45	10	11	1	3	148	41	16	76	6
Total Analysis Volume [veh/h]	167	35	180	41	42	3	11	593	164	62	304	24
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.13	0.13	0.03	0.05	0.05	0.01	0.35	0.10	0.04	0.21	0.21
Intersection LOS	B											
Intersection V/C	0.648											

Intersection Level Of Service Report
Intersection 4: Atlantic Blvd at Floral Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.709

Intersection Setup

Name	Atlantic Blvd			Atlantic Blvd			Floral Dr			Floral Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Atlantic Blvd			Atlantic Blvd			Floral Dr			Floral Dr		
Base Volume Input [veh/h]	182	959	51	48	725	128	410	123	252	64	76	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	182	959	51	48	725	128	410	123	252	64	76	34
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	240	13	12	181	32	103	31	63	16	19	9
Total Analysis Volume [veh/h]	182	959	51	48	725	128	410	123	252	64	76	34
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.20	0.20	0.03	0.17	0.17	0.26	0.07	0.15	0.04	0.07	0.07
Intersection LOS	C											
Intersection V/C	0.709											

Monterey Park Raising Cane's

Vistro File: K:\...\Monterey Park_PM_CURRENT.vistro

Scenario 2 EX WP PM

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

1/29/2020

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Atlantic Blvd at Brightwood St	Signalized	ICU 1	NB Thru	0.656	-	B
2	Atlantic Blvd at Alleyway	Two-way stop	HCM 2010	WB Left	0.147	37.8	E
3	College View Ln at Floral Dr	Signalized	ICU 1	EB Thru	0.649	-	B
4	Atlantic Blvd at Floral Dr	Signalized	ICU 1	EB Left	0.713	-	C
5	Atlantic Blvd at Project Driveway	Two-way stop	HCM 2010	WB Left	0.046	29.8	D

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

Intersection Level Of Service Report
Intersection 1: Atlantic Blvd at Brightwood St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.656

Intersection Setup

Name	Atlantic Blvd			Atlantic Blvd			Brightwood St			Brightwood St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right									
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			25.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Atlantic Blvd			Atlantic Blvd			Brightwood St			Brightwood St		
Base Volume Input [veh/h]	50	1211	128	55	710	54	142	241	67	36	54	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	4	0	0	3	0	0	0	2	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	51	1215	128	55	713	54	142	241	69	36	54	33
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	304	32	14	178	14	36	60	17	9	14	8
Total Analysis Volume [veh/h]	51	1215	128	55	713	54	142	241	69	36	54	33
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.36	0.08	0.03	0.23	0.23	0.09	0.14	0.04	0.02	0.05	0.05
Intersection LOS	B											
Intersection V/C	0.656											

**Intersection Level Of Service Report
Intersection 2: Atlantic Blvd at Alleyway**

Control Type:	Two-way stop	Delay (sec / veh):	37.8
Analysis Method:	HCM 2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.147

Intersection Setup

Name	Atlantic Blvd		Atlantic Blvd		Alleyway	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Atlantic Blvd		Atlantic Blvd		Alleyway	
Base Volume Input [veh/h]	1347	8	20	792	11	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	2	0	4	4	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	3	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1353	10	20	796	18	55
Peak Hour Factor	0.9150	0.9150	0.8680	0.8680	0.8950	0.8950
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	370	3	6	229	5	15
Total Analysis Volume [veh/h]	1479	11	23	917	20	61
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	1

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.05	0.01	0.15	0.17
d_M, Delay for Movement [s/veh]	0.00	0.00	13.49	0.00	37.84	21.54
Movement LOS	A	A	B	A	E	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.16	0.00	1.32	1.32
95th-Percentile Queue Length [ft/ln]	0.00	0.00	4.06	0.00	32.93	32.93
d_A, Approach Delay [s/veh]	0.00		0.33		25.56	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	0.95					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 3: College View Ln at Floral Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.649

Intersection Setup

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

Volumes

Name	College View Dr			College View Dr			Floral Dr			Floral Dr		
Base Volume Input [veh/h]	167	35	180	41	42	3	11	593	164	62	304	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	2	0	0	1	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	167	35	180	41	42	3	11	595	164	62	305	24
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	9	45	10	11	1	3	149	41	16	76	6
Total Analysis Volume [veh/h]	167	35	180	41	42	3	11	595	164	62	305	24
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.13	0.13	0.03	0.05	0.05	0.01	0.35	0.10	0.04	0.21	0.21
Intersection LOS	B											
Intersection V/C	0.649											

Intersection Level Of Service Report
Intersection 4: Atlantic Blvd at Floral Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.713

Intersection Setup

Name	Atlantic Blvd			Atlantic Blvd			Floral Dr			Floral Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐ ⇐			⇐ ⇐			⇐ ⇐			⇐ ⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Atlantic Blvd			Atlantic Blvd			Floral Dr			Floral Dr		
Base Volume Input [veh/h]	182	959	51	48	725	128	410	123	252	64	76	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	4	0	1	6	1	2	0	0	0	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	182	963	51	49	731	129	412	123	252	64	76	36
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	241	13	12	183	32	103	31	63	16	19	9
Total Analysis Volume [veh/h]	182	963	51	49	731	129	412	123	252	64	76	36
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.20	0.20	0.03	0.17	0.17	0.26	0.07	0.15	0.04	0.07	0.07
Intersection LOS	C											
Intersection V/C	0.713											

Intersection Level Of Service Report
Intersection 5: Atlantic Blvd at Project Driveway

Control Type:	Two-way stop	Delay (sec / veh):	29.8
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.046

Intersection Setup

Name	Atlantic Blvd		Atlantic Blvd		Project Driveway	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Atlantic Blvd		Atlantic Blvd		Project Driveway	
Base Volume Input [veh/h]	1413	0	0	816	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	6	5	0	4	5
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	-8	8	7	-7	3	8
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1405	14	12	809	7	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	351	4	3	202	2	3
Total Analysis Volume [veh/h]	1405	14	12	809	7	13
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	1

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.03	0.01	0.05	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	12.76	0.00	29.84	15.83
Movement LOS	A	A	B	A	D	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.08	0.00	0.26	0.26
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.94	0.00	6.50	6.50
d_A, Approach Delay [s/veh]	0.00		0.19		20.73	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.25					
Intersection LOS	D					

Monterey Park Raising Cane's

Vistro File: K:\...\Monterey Park_PM_CURRENT.vistro

Scenario 3 OY PM

Report File: K:\...\3 - OY PM.pdf

1/29/2020

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Atlantic Blvd at Brightwood St	Signalized	ICU 1	NB Thru	0.671	-	B
2	Atlantic Blvd at Alleyway	Two-way stop	HCM 2010	WB Left	0.092	37.6	E
3	College View Ln at Floral Dr	Signalized	ICU 1	EB Thru	0.657	-	B
4	Atlantic Blvd at Floral Dr	Signalized	ICU 1	EB Left	0.724	-	C

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

Intersection Level Of Service Report
Intersection 1: Atlantic Blvd at Brightwood St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.671

Intersection Setup

Name	Atlantic Blvd			Atlantic Blvd			Brightwood St			Brightwood St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			25.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Atlantic Blvd			Atlantic Blvd			Brightwood St			Brightwood St		
Base Volume Input [veh/h]	50	1211	128	55	710	54	142	241	67	36	54	33
Base Volume Adjustment Factor	1.0163	1.0163	1.0163	1.0163	1.0163	1.0163	1.0163	1.0163	1.0163	1.0163	1.0163	1.0163
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	22	0	0	20	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	51	1253	130	56	742	55	144	245	68	37	55	34
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	313	33	14	186	14	36	61	17	9	14	9
Total Analysis Volume [veh/h]	51	1253	130	56	742	55	144	245	68	37	55	34
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.37	0.08	0.04	0.24	0.24	0.09	0.14	0.04	0.02	0.06	0.06
Intersection LOS	B											
Intersection V/C	0.671											

**Intersection Level Of Service Report
Intersection 2: Atlantic Blvd at Alleyway**

Control Type:	Two-way stop	Delay (sec / veh):	37.6
Analysis Method:	HCM 2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.092

Intersection Setup

Name	Atlantic Blvd		Atlantic Blvd		Alleyway	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Atlantic Blvd		Atlantic Blvd		Alleyway	
Base Volume Input [veh/h]	1347	8	20	792	11	55
Base Volume Adjustment Factor	1.0163	1.0163	1.0163	1.0163	1.0163	1.0163
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	20	0	0	22	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1389	8	20	827	11	56
Peak Hour Factor	0.9150	0.9150	0.8680	0.8680	0.8950	0.8950
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	380	2	6	238	3	16
Total Analysis Volume [veh/h]	1518	9	23	953	12	63
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	1

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.05	0.01	0.09	0.18
d_M, Delay for Movement [s/veh]	0.00	0.00	13.79	0.00	37.60	20.28
Movement LOS	A	A	B	A	E	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.17	0.00	1.09	1.09
95th-Percentile Queue Length [ft/ln]	0.00	0.00	4.20	0.00	27.13	27.13
d_A, Approach Delay [s/veh]	0.00		0.33		23.05	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.79					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 3: College View Ln at Floral Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.657

Intersection Setup

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

Volumes

Name	College View Dr			College View Dr			Floral Dr			Floral Dr		
Base Volume Input [veh/h]	167	35	180	41	42	3	11	593	164	62	304	24
Base Volume Adjustment Factor	1.0163	1.0163	1.0163	1.0163	1.0163	1.0163	1.0163	1.0163	1.0163	1.0163	1.0163	1.0163
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	170	36	183	42	43	3	11	603	167	63	309	24
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	9	46	11	11	1	3	151	42	16	77	6
Total Analysis Volume [veh/h]	170	36	183	42	43	3	11	603	167	63	309	24
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.14	0.14	0.03	0.06	0.06	0.01	0.35	0.10	0.04	0.21	0.21
Intersection LOS	B											
Intersection V/C	0.657											

**Intersection Level Of Service Report
Intersection 4: Atlantic Blvd at Floral Dr**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.724

Intersection Setup

Name	Atlantic Blvd			Atlantic Blvd			Floral Dr			Floral Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Atlantic Blvd			Atlantic Blvd			Floral Dr			Floral Dr		
Base Volume Input [veh/h]	182	959	51	48	725	128	410	123	252	64	76	34
Base Volume Adjustment Factor	1.0163	1.0163	1.0163	1.0163	1.0163	1.0163	1.0163	1.0163	1.0163	1.0163	1.0163	1.0163
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	20	0	0	22	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	185	995	52	49	759	130	417	125	256	65	77	35
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	249	13	12	190	33	104	31	64	16	19	9
Total Analysis Volume [veh/h]	185	995	52	49	759	130	417	125	256	65	77	35
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.21	0.21	0.03	0.18	0.18	0.26	0.07	0.15	0.04	0.07	0.07
Intersection LOS	C											
Intersection V/C	0.724											

Monterey Park Raising Cane's

Vistro File: K:\...\Monterey Park_PM_CURRENT.vistro

Scenario 4 OY WP PM

Report File: K:\...\4 - OY WP PM.pdf

1/29/2020

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Atlantic Blvd at Brightwood St	Signalized	ICU 1	NB Thru	0.672	-	B
2	Atlantic Blvd at Alleyway	Two-way stop	HCM 2010	WB Left	0.155	40.3	E
3	College View Ln at Floral Dr	Signalized	ICU 1	EB Thru	0.658	-	B
4	Atlantic Blvd at Floral Dr	Signalized	ICU 1	EB Left	0.728	-	C
5	Atlantic Blvd at Project Driveway	Two-way stop	HCM 2010	WB Left	0.048	31.3	D

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

Intersection Level Of Service Report
Intersection 1: Atlantic Blvd at Brightwood St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.672

Intersection Setup

Name	Atlantic Blvd			Atlantic Blvd			Brightwood St			Brightwood St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			25.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Atlantic Blvd			Atlantic Blvd			Brightwood St			Brightwood St		
Base Volume Input [veh/h]	50	1211	128	55	710	54	142	241	67	36	54	33
Base Volume Adjustment Factor	1.0163	1.0163	1.0163	1.0163	1.0163	1.0163	1.0163	1.0163	1.0163	1.0163	1.0163	1.0163
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	22	0	0	20	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	4	0	0	3	0	0	0	2	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	52	1257	130	56	745	55	144	245	70	37	55	34
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	314	33	14	186	14	36	61	18	9	14	9
Total Analysis Volume [veh/h]	52	1257	130	56	745	55	144	245	70	37	55	34
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.37	0.08	0.04	0.24	0.24	0.09	0.14	0.04	0.02	0.06	0.06
Intersection LOS	B											
Intersection V/C	0.672											

**Intersection Level Of Service Report
Intersection 2: Atlantic Blvd at Alleyway**

Control Type:	Two-way stop	Delay (sec / veh):	40.3
Analysis Method:	HCM 2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.155

Intersection Setup

Name	Atlantic Blvd		Atlantic Blvd		Alleyway	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Atlantic Blvd		Atlantic Blvd		Alleyway	
Base Volume Input [veh/h]	1347	8	20	792	11	55
Base Volume Adjustment Factor	1.0163	1.0163	1.0163	1.0163	1.0163	1.0163
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	20	0	0	22	0	0
Site-Generated Trips [veh/h]	6	2	0	4	4	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	3	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1395	10	20	831	18	56
Peak Hour Factor	0.9150	0.9150	0.8680	0.8680	0.8950	0.8950
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	381	3	6	239	5	16
Total Analysis Volume [veh/h]	1525	11	23	957	20	63
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	1

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.05	0.01	0.16	0.18
d_M, Delay for Movement [s/veh]	0.00	0.00	13.87	0.00	40.29	22.78
Movement LOS	A	A	B	A	E	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.17	0.00	1.43	1.43
95th-Percentile Queue Length [ft/ln]	0.00	0.00	4.24	0.00	35.82	35.82
d_A, Approach Delay [s/veh]	0.00		0.33		27.00	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	0.99					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 3: College View Ln at Floral Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.658

Intersection Setup

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

Volumes

Name	College View Dr			College View Dr			Floral Dr			Floral Dr		
Base Volume Input [veh/h]	167	35	180	41	42	3	11	593	164	62	304	24
Base Volume Adjustment Factor	1.0163	1.0163	1.0163	1.0163	1.0163	1.0163	1.0163	1.0163	1.0163	1.0163	1.0163	1.0163
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	2	0	0	1	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	170	36	183	42	43	3	11	605	167	63	310	24
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	9	46	11	11	1	3	151	42	16	78	6
Total Analysis Volume [veh/h]	170	36	183	42	43	3	11	605	167	63	310	24
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.14	0.14	0.03	0.06	0.06	0.01	0.36	0.10	0.04	0.21	0.21
Intersection LOS	B											
Intersection V/C	0.658											

**Intersection Level Of Service Report
Intersection 4: Atlantic Blvd at Floral Dr**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.728

Intersection Setup

Name	Atlantic Blvd			Atlantic Blvd			Floral Dr			Floral Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Atlantic Blvd			Atlantic Blvd			Floral Dr			Floral Dr		
Base Volume Input [veh/h]	182	959	51	48	725	128	410	123	252	64	76	34
Base Volume Adjustment Factor	1.0163	1.0163	1.0163	1.0163	1.0163	1.0163	1.0163	1.0163	1.0163	1.0163	1.0163	1.0163
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	20	0	0	22	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	4	0	1	6	1	2	0	0	0	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	185	999	52	50	765	131	419	125	256	65	77	37
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	250	13	13	191	33	105	31	64	16	19	9
Total Analysis Volume [veh/h]	185	999	52	50	765	131	419	125	256	65	77	37
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.21	0.21	0.03	0.18	0.18	0.26	0.07	0.15	0.04	0.07	0.07
Intersection LOS	C											
Intersection V/C	0.728											

Intersection Level Of Service Report
Intersection 5: Atlantic Blvd at Project Driveway

Control Type:	Two-way stop	Delay (sec / veh):	31.3
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.048

Intersection Setup

Name	Atlantic Blvd		Atlantic Blvd		Project Driveway	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Atlantic Blvd		Atlantic Blvd		Project Driveway	
Base Volume Input [veh/h]	1413	0	0	816	0	0
Base Volume Adjustment Factor	1.0163	1.0163	1.0163	1.0163	1.0163	1.0163
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	20	0	0	22	0	0
Site-Generated Trips [veh/h]	0	6	5	0	4	5
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	-8	8	7	-7	3	8
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1448	14	12	844	7	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	362	4	3	211	2	3
Total Analysis Volume [veh/h]	1448	14	12	844	7	13
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	1

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.03	0.01	0.05	0.04
d_M, Delay for Movement [s/veh]	0.00	0.00	13.07	0.00	31.28	16.27
Movement LOS	A	A	B	A	D	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.08	0.00	0.27	0.27
95th-Percentile Queue Length [ft/ln]	0.00	0.00	2.01	0.00	6.82	6.82
d_A, Approach Delay [s/veh]	0.00		0.18		21.52	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.25					
Intersection LOS	D					

APPENDIX **D**
SIGNAL WARRANT ANALYSIS WORKSHEET

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2000 MUTCD)

MAJOR STREET: Atlantic Boulevard NB SB # OF APPROACH LANES:

MINOR STREET: Alleyway EB WB # OF APPROACH LANES:

CITY, STATE: Monterey Park, CA

COMMENTS: Signal Warrant Analysis - OY WP Condition

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):
 85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

	MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
			MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES			600	150		900	75		480	120		720	60			
06:00 AM TO 07:00 AM	0	0														
07:00 AM TO 08:00 AM	0	0														
08:00 AM TO 09:00 AM	0	0														
09:00 AM TO 10:00 AM	0	0														
10:00 AM TO 11:00 AM	0	0														
11:00 AM TO 12:00 PM	0	0														
12:00 PM TO 01:00 PM	0	0														
01:00 PM TO 02:00 PM	0	0														
02:00 PM TO 03:00 PM	0	0														
03:00 PM TO 04:00 PM	0	0														
04:00 PM TO 05:00 PM	0	0														
05:00 PM TO 06:00 PM	2,256	74	Y			Y			Y			Y	Y	Y		
06:00 PM TO 07:00 PM	0	0														
07:00 PM TO 08:00 PM	0	0														
08:00 PM TO 09:00 PM	0	0														
09:00 PM TO 10:00 PM	0	0														
	2,256	74	1	0	0	1	0	0	1	0	0	1	1	1	0	0
			8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
			NOT SATISFIED			NOT SATISFIED			NOT SATISFIED						NOT SATISFIED	NOT SATISFIED

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2000 MUTCD)

MAJOR STREET: Atlantic Boulevard NB SB # OF APPROACH LANES:

MINOR STREET: Proj DWY EB WB # OF APPROACH LANES:

CITY, STATE: Monterey Park, CA

COMMENTS: Signal Warrant Analysis - OY WP Condition

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):
 85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

	MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
			MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES			600	150		900	75		480	120		720	60			
06:00 AM TO 07:00 AM	0	0														
07:00 AM TO 08:00 AM	0	0														
08:00 AM TO 09:00 AM	0	0														
09:00 AM TO 10:00 AM	0	0														
10:00 AM TO 11:00 AM	0	0														
11:00 AM TO 12:00 PM	0	0														
12:00 PM TO 01:00 PM	0	0														
01:00 PM TO 02:00 PM	0	0														
02:00 PM TO 03:00 PM	0	0														
03:00 PM TO 04:00 PM	0	0														
04:00 PM TO 05:00 PM	0	0														
05:00 PM TO 06:00 PM	2,318	20	Y			Y			Y			Y				
06:00 PM TO 07:00 PM	0	0														
07:00 PM TO 08:00 PM	0	0														
08:00 PM TO 09:00 PM	0	0														
09:00 PM TO 10:00 PM	0	0														
	2,318	20	1	0	0	1	0	0	1	0	0	1	0	0	0	
			8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
			NOT SATISFIED			NOT SATISFIED			NOT SATISFIED						NOT SATISFIED	NOT SATISFIED

APPENDIX E
DRIVE-THROUGH QUEUING ANALYSIS



MEMORANDUM

To: Samantha Tewasart

From: Trevor Briggs, P.E. (C87664)

Date: December 4, 2019

Re: Drive-through Queuing Analysis for the Proposed Raising Cane's Project in the City of Monterey Park

This memorandum has been prepared to evaluate the drive-through queuing capacity of the proposed Raising Cane's restaurant located on the northeast corner at the intersection of Atlantic Boulevard and the alleyway.

PROJECT DESCRIPTION

The project site is located on the northeast corner at the intersection of Atlantic Boulevard and the alleyway. The project will involve demolition of the existing foundation and subsurface structures, and construction of a 1,790-square-foot Raising Cane's restaurant building with two drive-through lanes that merge into one drive-through lane after the order boards. Access to the Raising Cane's site would be provided primarily by two unsignalized driveways.

DRIVE-THROUGH QUEUING ANALYSIS

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

The opening to the drive-through lane would be located at the southeastern corner of the project site, and the drive-through lane would wrap around the building in a counter-clockwise direction. The drive-through would provide two side-by-side entry lanes and two order boards, which would allow Raising Cane's to take orders from two customers at the same time. After the order boards, the two lanes would merge back into a single drive-through lane prior to the pay and pick-up window. There will be approximately 240 feet of total queuing lane capacity (approximately 120 feet per lane) from the opening of the two drive-through lanes to the two order boards and approximately 130 feet from the order boards to the pick-up window. This would provide a total drive-through queue length of approximately 370 feet, for a drive-through queuing capacity of 17 vehicles, assuming 22 feet per vehicle, from the beginning of the drive-through lanes to the pick-up window.

Queuing Data Collection

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

- City of Laguna Hills: Northeast corner of El Toro Road and Avenida De La Carlota
- City of Orange: 2249 North Tustin Street
- City of Riverside: 11066 Magnolia Avenue

These sites do not have dual side-by-side drive-through lanes or dual order boards. The drive-through queuing capacity for the Laguna Hills and Orange sites is 8 vehicles, assuming 22 feet per vehicle. The drive-through queuing capacity for the Riverside site is 12 vehicles, assuming 22 feet per vehicle.

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;

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

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

The results of the observations are summarized on Table 1 and Table 2 for a typical weekday and Saturday, respectively.

The data summaries on Tables 1 and 2 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. A copy of the queuing data collection worksheets is provided in *Attachment A*.

Queuing Observations

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

Laguna Hills Site

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

Orange Site

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

Riverside Site

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

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

General Observations

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

Drive-through Queue Length Calculation

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

Raising Cane's typical service time in the drive-through is 2-1/2 minutes from the order board to the pick-up window, with a vehicle being processed and progressing through the order board, pay window and pick-up window every 35 to 40 seconds during the peak drive-through periods. Assuming the more conservative processing time of 40 seconds, and applying the ITE queuing formulas, the analysis indicates that the average queue length is estimated to be 5 vehicles, and

that the probability that the queue would be exactly 17 vehicles would be 0.92%. The probability of exceeding 17 vehicles is estimated to be 5.16%. The queuing calculation worksheet and formulas are provided as *Attachment B* of this report.

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

Side-by-Side Operational Features

The proposed side-by-side configuration would begin with a single drive-through lane at the northeastern corner of the building. The drive-through lane would branch out into two drive-through lanes along the northern and western side of the building. Each drive-through lane would have its own order board. After the order boards, the two lanes would merge back into a single drive-through lane prior to the pay and pick-up window.

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

The side-by-side ordering configuration, as proposed by Raising Cane's, would provide two lanes with a separate order board for each lane. This will increase the number of customers processed through the order board portion of the drive-through, and "keep the line moving" even if one customer takes a longer-than-average time to make their menu selections, allowing the restaurant to continue to take and complete orders from the other order lane. The newest customer to arrive at the drive-through entrance will naturally choose the empty lane or the shorter line, so that one customer who takes a longer time to order at one order board can be bypassed, 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 drive-through lane, as more orders can be processed. The cooks would receive the orders at a more efficient rate, which allows them to continue cooking the food, rather than waiting for the slower customer to finish ordering. As a result of added efficiency in the cooking area, the efficiency at the pick-up window would increase, compared to a single drive-through lane, because the food would be processed by the cooking area at a more efficient rate.

CONCLUSION

The proposed Raising Cane's duo drive-through lanes would provide a total queue length of approximately 370 feet, for a queuing capacity for 17 vehicles, assuming 22 feet per vehicle, from the beginning of the drive-through lanes to the pick-up window. Based on the drive-through queuing data collection and analysis presented in this memorandum, the overall average number of queued vehicles is estimated to be 5 (calculated at 4.74 and rounded up to 5) during the peak drive-through operations. The peak queue based on the queuing observations described earlier is 17 vehicles during the peak 15-minute time period.

The side-by-side ordering configuration, as proposed by Raising Cane's, would provide two drive-through entry lanes at the southeastern corner of the building, with a separate order board for each lane. This would allow the ability to by-pass customers taking a longer-than-average time to order at the order board. The side-by-side ordering configuration would help address potential bottleneck issues at the order board, as well as reduce the service time at the drive-through as orders can be processed at a more efficient rate.

ATTACHMENT A

QUEUING DATA COLLECTION WORKSHEETS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ATTACHMENT B
ITE QUEUING CALCULATION WORKSHEETS

DRIVE-THROUGH QUEUING ANALYSIS

Project: Raising Cane's Restaurant
Location: Monterey Park, CA

INPUT VALUES

Variable	Description	Value
A =	average number of vehicle arrivals per hour ¹	74
S =	service rate, number of vehicles per hour	87
I =	traffic intensity, utilization factor = A/S	0.85
Q =	queue capacity (vehicles)	17

FORMULAS

Average Length of Queue

$$\text{Avg } Q = A^2 / S(S-A) = I^2 / 1-I \quad 4.74$$

Probability of Q Number of Vehicles in Queue

$$P(Q) = (I)^Q (1-I) \quad 0.92\%$$

Probability of Queue Exceeding Q Vehicles

$$\sum_{Q=0}^{Q=a} P(Q) \geq 0.95 \quad 5.16\%$$

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