

**PLANNING COMMISSION OF MONTEREY PARK
AGENDA**

REGULAR MEETING

**NOTE THAT THESE MEETINGS WILL BE CONDUCTED PURSUANT TO SECTION 3
OF EXECUTIVE ORDER NO. N-29-20 ISSUED BY GOVERNOR NEWSOM ON
MARCH 17, 2020.**

**ACCORDINGLY, PLANNING COMMISSION MEMBERS WILL BE PROVIDED WITH
A MEETING LOGIN NUMBER AND CONFERENCE CALL NUMBER; THEY WILL
NOT BE PHYSICALLY PRESENT AT COUNCIL CHAMBERS.**

**PURSUANT TO THE GOVERNOR'S ORDER, THE PUBLIC MAY PROVIDE PUBLIC
COMMENT UTILIZING THE METHODS SET FORTH BELOW.**

**NOTE THAT CITY HALL IS CURRENTLY CLOSED TO THE PUBLIC. YOU WILL
NOT BE ADMITTED TO CITY HALL.**

**Tuesday
May 12, 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/AgendaCenter/Planning-Commission-11.

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

Eric Brossy De Dios, Ricky Choi, Theresa Amador, Tammy Sam, Dr. Kevin K. Lo

AGENDA ADDITIONS, DELETIONS, CHANGES AND ADOPTIONS

PUBLIC COMMUNICATIONS

In accordance with Executive Order No. N-29-20 and guidance from the California Department of Public Health on gatherings, remote public participation is allowed in the following ways:

Participants are encouraged to join the meeting 30 minutes before the start of the meeting.

Public comment will be accepted via email to stewasart@montereypark.ca.gov during the meeting, before the close of public comment, and read into the record during public comment, when feasible. We request that written communications be limited to not more than 50 words.

Public comment may be submitted via telephone during the meeting, before the close of public comment, by calling (888) 788-0099 or (877) 853-5247 and entering Zoom Meeting ID: 935 1220 7834 then press pound (#). When prompted to enter participation ID number press pound (#) again. If participants would like to make a public comment they will enter “*9” then the host will be notified and you will be in the rotation to make a public comment.

Important Disclaimer – When a participant calls in to join the meeting, their name and/or phone number will be visible to all participants. Note that all public meetings will be recorded.

[1.] PRESENTATIONS – Swearing in of new Commissioners

[2.] CONSENT CALENDAR

2-A. APPROVAL OF MINUTES

It is recommended that the Planning Commission:

- (1) Approve the minutes from the regular meeting of October 8, 2019, October 22, 2019, November 12, 2019, March 10, 2020 ; and
- (2) Take such additional, related, action that may be desirable.

[3.] NEW BUSINESS

3-A. RESOLUTION ESTABLISHING PROCEDURAL RULES FOR CONDUCTING PLANNING COMMISSION MEETINGS

It is recommended that the Planning Commission consider:

- (1) Adopting a Resolution establishing procedural rules for conducting Planning Commission meetings; and
- (2) Taking such additional, related, action that may be desirable.

California Environmental Quality Act (CEQA):

The resolution is exempt from review under the California Environmental Quality Act (California Public Resources Code §§ 21000, et seq., “CEQA”) and CEQA regulations (14 California Code of Regulations §§ 15000, et seq.) because it establishes procedural rules related to the conduct of Planning Commission meetings; does not involve any

commitment to a specific project which could result in a potentially significant physical impact on the environment; and constitutes an organizational or administrative activity that will not result in direct or indirect physical changes in the environment. Accordingly, this resolution does not constitute a “project” that requires environmental review (see specifically 14 CCR § 15378(b)(2, 5)).

3-B. NOMINATING AND VOTING TO SELECT A CHAIR AND VICE-CHAIR PURSUANT TO MONTEREY PARK MUNICIPAL CODE § 2.82.080

It is recommended that the Planning Commission consider:

- (1) Nominating and voting to select a Chair and Vice-Chair pursuant to Monterey Park Municipal Code § 2.82.080 and Resolution No. _____; and
- (2) Taking such additional, related, action that may be desirable.

[4.] PUBLIC HEARING

4-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.

[5.] OLD BUSINESS - None

[6.] COMMISSION COMMUNICATIONS AND MATTERS

[7.] STAFF COMMUNICATIONS AND MATTERS

ADJOURN

Next regular scheduled meeting on May 26, 2020.

APPROVED BY:

MARK A. MCAVOY	
-------------------	--

**UNOFFICIAL MINUTES
MONTEREY PARK PLANNING COMMISSION
REGULAR MEETING
OCTOBER 8, 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, October 8, 2019 at 7:00 p.m.

CALL TO ORDER:

Chairperson Eric Brossy de Dios called the Planning Commission meeting to order at 7:00 p.m.

ROLL CALL:

Planner Tewasart called the roll:

Board Members Present: Eric Brossy de Dios, Ricky Choi, Theresa Amador, and Delario Robinson

Board Members Absent: Antonio Salazar

ALSO PRESENT: Natalie C. Karpeles, Deputy City Attorney, Mark A. McAvoy, Director of Public Works/City Engineer/City Planner, Samantha Tewasart, Senior Planner

AGENDA ADDITIONS, DELETIONS, CHANGES AND ADOPTIONS: None

ORAL AND WRITTEN COMMUNICATIONS: None

[1.] **PRESENTATIONS:** None

[2.] **CONSENT CALENDAR:**

September 10, 2019 and September 24, 2019 –

Action Taken: The Planning Commission approved the minutes of September 10, 2019 and September 24, 2019.

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

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

Noes: Commissioners: None

Absent: Commissioners: Salazar

Abstain: Commissioners: None

[3.] **PUBLIC HEARING:**

3-A. AMENDING RESOLUTION NO. 47-79 IN ITS ENTIRETY AND CONDITIONAL USE PERMIT (CU-19-10) TO UPGRADE AN EXISTING ALCOHOLIC BEVERAGE

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

CONTROL (ABC) TYPE 41 LICENSE (ON-SALE BEER AND WINE – EATING PLACE) TO AN ABC TYPE 47 LICENSE (ON-SALE GENERAL – EATING PLACE) IN CONJUNCTION WITH A BONA FIDE PUBLIC EATING PLACE – 755 WEST GARVEY AVENUE

Planner Tewsart provided a brief summary of the staff report.

Chairperson Brossy de Dios opened the public hearing.

Applicant Wendy Chan, 755 West Garvey Avenue, Monterey Park, CA91754, was present to speak on the project.

Chairperson Brossy de Dios closed the public hearing.

Action Taken: The Planning Commission after considering the evidence presented during the public hearing **approved** the requested conditional use permit for 755 West Garvey Avenue.

RESOLUTION NO. 17-19

A RESOLUTION AMENDING RESOLUTION NO. 47-79 IN ITS ENTIRETY AND APPROVING CONDITIONAL USE PERMIT (CUP-19-10) TO UPGRADE AN EXISTING ALCOHOLIC BEVERAGE CONTROL (ABC) TYPE 41 LICENSE (ON-SALE BEER AND WINE – EATING PLACE) TO AN ABC TYPE 47 LICENSE (ON-SALE GENERAL – EATING PLACE) IN CONJUNCTION WITH A BONA FIDE PUBLIC EATING PLACE AT 755 WEST GARVEY AVENUE.

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

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

3-B. CONDITIONAL USE PERMIT (CU-19-10) TO ALLOW SERVICE OFFICE USE (INSURANCE) ON THE FIRST FLOOR IN THE S-C (SHOPPING CENTER) ZONE – 2085 SOUTH ATLANTIC BOULEVARD #A

Planner Tewsart provided a brief summary of the staff report.

Chairperson Brossy de Dios opened the public hearing.

Applicant, Antonio Berango, 2085 South Atlantic Boulevard, #A, was present to speak on the project.

Chairperson Brossy de Dios closed the public hearing.

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

Action Taken: The Planning Commission after considering the evidence presented during the public hearing **approved** the requested conditional use permit for 755 West Garvey Avenue.

RESOLUTION NO. 18-19

A RESOLUTION APPROVING CONDITIONAL USE PERMIT (CU-19-08) TO ALLOW SERVICE OFFICE USE (INSURANCE) ON THE FIRST FLOOR AT 2085 SOUTH ATLANTIC BOULEVARD #A.

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

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

[4.] OLD BUSINESS: None.

[5.] NEW BUSINESS: None.

[6.] COMMISSION COMMUNICATIONS AND MATTERS:

[7.] STAFF COMMUNICATIONS AND MATTERS: None

ADJOURNMENT:

There being no further business for consideration, the Planning Commission meeting was adjourned at 7:20 p.m.

Next regular scheduled meeting on October 22, 2019 at 7:00 p.m. in the Council Chambers.

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

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

**UNOFFICIAL MINUTES
MONTEREY PARK PLANNING COMMISSION
REGULAR MEETING
OCTOBER 22, 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, October 22, 2019 at 7:00 p.m.

CALL TO ORDER:

Chairperson Eric Brossy de Dios called the Planning Commission meeting to order at 7:00 p.m.

ROLL CALL:

Planner Tewasart called the roll:

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

Board Members Absent: None

ALSO PRESENT: Natalie C. Karpeles, Deputy City Attorney, Mark A. McAvoy, Public Works Director/City Engineer/City Planner, and Samantha Tewasart, Senior Planner

AGENDA ADDITIONS, DELETIONS, CHANGES AND ADOPTIONS: None

ORAL AND WRITTEN COMMUNICATIONS:

[1.] **PRESENTATIONS:** None

[2.] **CONSENT CALENDAR:** None

[3.] **PUBLIC HEARING:**

3-A. TENTATIVE MAP NO. 80304 (TM-19-04) TO ALLOW THE SUBDIVISION OF AIR-RIGHTS TO ESTABLISH AND MAINTAIN A TWO-UNIT CONDOMINIUM CONVERSION PROJECT IN THE R-2 (MEDIUM DENSITY RESIDENTIAL) ZONE – 128 GLADYS AVENUE

Planner Tewasart provided a brief summary of the staff report.

Chairperson Brossy de Dios opened the public hearing.

Applicant, Alex Liu, 1455 Monterey Pass Road, #206, Monterey Park, CA 91754, was present for questions.

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. 19-19** approving Tentative Map No. 80304

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

(TM-19-04) to subdivide air-rights for a two-unit residential (3 bedrooms) condominium conversion development in the R-2 (Medium Density Residential) Zone.

Resolution No. 19-19

A RESOLUTION APPROVING TENTATIVE MAP NO. 80304 (TM-19-04) TO SUBDIVIDE AIR RIGHTS FOR A TWO-UNIT RESIDENTIAL CONDOMINIUM CONVERSION DEVELOPMENT AT 128 GLADYS AVENUE.

Motion: Moved, by Commissioner Salazar 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-B. SPECIFIC PLAN AMENDMENT (SPA-19-01), ZONE CHANGE (ZC-19-01) AND CONDITIONAL USE PERMIT (CU-19-04) TO ALLOW THE RECONSTRUCTION OF AN EXISTING SERVICE STATION AND CONSTRUCTION OF A NEW COFFEE SHOP WITH A DRIVE-THROUGH – 2425-2439 SOUTH GARFIELD AVENUE

Planner Tewasart provided a brief summary of the staff report.

Commissioner Brossy de Dios inquired about the difference in intent of the two zones. Planner Tewasart replied that the Garfield/Pomona intersection is identified as the gateway entrance and the specific plan discusses landscaping, street furniture, outdoor seating, etc.

Commissioner Brossy de Dios stated that there is an existing use on the lot, the use and lot are being expanded, there is a zone change on the lot on which the gas station currently sits, and even though it is an existing gas station, the entire gas station is being torn down and rebuilt as new, so under the auspices of the specific plan and the process of approving a zone change and conditional use permit, should this application be considered a new project. Commissioner Brossy de Dios inquired if the request is considered a continuation of the existing use or a new application. Planner Tewasart replied that it would be a continuation and modification of an existing use. Attorney Karpeles replied that the use of the property as a service station is a continued use and the service station use has not been abandoned. A conditional use permit is needed to have the drive-through in the GVC-S zone and the service station. Once the zone is changed, the zone change would apply to the property in perpetuity and the conditional use permit will run with the land for as long as that use is continued, meaning the drive-through and the service station. Attorney Karpeles pointed out section B on page 5 of 8 which addresses findings for the conditional use permit.

Chairperson Brossy de Dios opened the public hearing.

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

Applicant, Arian Talehakimi, 4316 Marina City Drive #731, Marina del Rey, CA 90292 provided a brief presentation of the proposed project.

Representative Indira Ibrahimbegovic of Greenberg Farrow, 30 Executive Park, Suite 100, Irvine, CA 92614, stated that they are the architect of record. The menu board is placed at the seventh car from the pick-up point. This is the optimal location for Starbucks Corporation and will allow for adequate stacking contained on-site. Commissioner Brossy de Dios inquired if there is a specified traffic flow and if access is off the alley. Representative Ibrahimbegovic replied that it could be off the alley. There is an arrow at the beginning of the drive-through lane. A right can be made if coming north from Garfield.

Commissioner Choi inquired about northbound access. Representative Ibrahimbegovic replied that it would a left onto Pomona. Commissioner Choi inquired if there is a Starbucks representative because Starbucks is very active in the selection of their sites. They have a store development team and a real estate team. They are very meticulous with regards to selection of a site and a sticking point is access. Applicant Talehakimi stated that they have a fully executed lease that is conditional to the outcome of the Planning Commission and City Council. Ahmad Ghaderi of A & S Engineering, Inc., 28405 Sand Canyon Road, Suite B, Canyon Country, CA 91387, stated that on Pomona and Garfield there is driveway access and the alley.

Commissioner Salazar inquired if there are any barriers between Starbucks and the alley. Applicant Talehakimi replied no.

Commissioner Robinson stated that he is happy to see an international chain come into the area.

Commissioner Amador inquired about the number of service bays currently at the property. Applicant Talehakimi replied that there are three service bays. Half of one of the service bays was taken to expand the footprint of a small store. The service bays are currently not in operation. They had a smog text facility in there until about eighteen months ago and they suspended the use of the service bays pending the proposed development plans.

Commissioner Amador inquired about the number of fueling stations. Applicant Talehakimi replied that the number of fueling stations will stay the same. There are currently twelve and they will retain twelve, which are six stations with pumps on both sides. There will be three rows of two.

Commissioner Salazar inquired about the 24-hour service. Applicant Talehakimi replied that the service station is currently 24-hours. There is no interior access for the customers to the building, so they only walk-up to an outside service window. There would still be a degree of separation between any potential assailants and the employees inside. Commissioner Salazar stated that since the coffee shop will only be a drive-through there will be less opportunity for robberies.

Opponent Dan Morales, 2424 South Isabella Avenue stated the existing traffic flow particularly in the morning coming from southbound Garfield coming from Pomona, there

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

are many trying to make a right on Riggin to get over to Isabella to make a left or they come down to Fernfield, which is the north street of this project, make a right and either make a left into the alley or drive up to Isabella and make a left there. The concern is that there is no divider that is going to keep the traffic controlled to come in through certain exits. Meaning there is two on Garfield, one on Pomona, and the alley particularly during peak hours when traffic is coming down south on Garfield. There is nothing on the plans that will keep cars from not crossing the alley where there can be potential stacking during peak hours. It is not that they are against the project; it is about what type of project it is going to be.

Speaker Flo Yuasa, 2412 South Isabella Avenue stated that the entryway from Garfield going north a left cannot be made on Garfield. The specific plan had mentioned making the alleyway and Fernfield one-way. There is a homeless situation in the area and they will be in outside area. She questioned the security and lighting.

Opponent Elena Helen Holguin, 206 West Fernfield Drive stated that she has lived in Monterey Park since 1959 and has seen a lot of changes in Monterey Park. There is terrible traffic going down Garfield and it is difficult to go down to ARCO gas station. They have problems with parking from the employees at the car wash.

Applicant Talehakimi stated that he apologizes for not connecting with the property owners, but he has tried on more than one occasion. He will provide the property owners with his connect information to bring any concerns that they may have with the project and to open the lines of communication. With respects to security, since they have owned the property, they have never been robbed or vandalized. Unfortunately, the recording studio with its dim lighting in the areas that are blocked from view it is easy for the homeless to go to those areas. They are hoping that this project will address those issues. With respects to lighting there will be more than adequate lighting. There will not be a security guard, but there will always be a person on-site to contact the police if needed. There will be greater visibility across the project. There will also be cameras throughout the property, which is a condition of the approval.

Mr. Ghaderi stated that the building is situated so as to not block the driveway. The majority of the traffic will be westbound Pomona and southbound Garfield, and going northbound on Garfield will be left on Pomona and then right onto the site. The traffic pattern is to have stacking towards the south side of the property. There is no potential blockage of the driveway. The building is intentionally designed so that the path there exiting off the driveway is accessible at all times.

Chairperson Brossy de Dios closed the public hearing.

Commissioner Robinson stated that the traffic on Garfield and Pomona is stressful. Most of the traffic comes from the 8-wheelers trying to make a left-turn going onto Garfield, but this project is on the north side and traffic is coming from the north onto Garfield. The Starbucks can be accessed from the west side and exit, which is not as much traffic. There is going to be homeless, but with the new lighting there will be a vast improvement.

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

Commissioner Salazar stated that he believes that the clarification on the drive-through entrance has been addressed and there are no concerns. The new lighting will help to facilitate the discouragement of people hanging out in the existing northern part of the property. It will be an improvement for the property. He understands the concerns from the neighbors and hopes that this project can benefit everyone and not just the passer-bys.

Commissioner Amador inquired about clearance in the alleyway. Assistant City Engineering Frank Lopez replied that Starbucks is situated so that the entry is south of Mr. Morales's driveway and the exit is just north of it and cars exiting will likely turn right not through the alley to go onto Pomona. The entrance to the drive-through will likely be from Garfield. There is an aisle space outside of the alley for the drive-through, so they don't have to be in the alleyway. A couple of things to understand is that alleyways, while they are not streets, they are access to driveways both for residences and businesses. There will be some numbers that will come from Pomona, but most of the morning trips will be coming from the north going southbound, so the easiest entrance will be the driveway at the front of the property along Garfield. Commissioner Amador stated that she just wants to make that Mr. Morales's home was taken into consideration. It is a great project and may be it will give impetus to other businesses to come to this area. We see the changes, but we also need to address the concerns of the residents.

Commissioner Brossy de Dios stated that he does have concerns with this application. The gas station has been a fixture at that location for many years. There is a concern that the application made for the zone change flies in the face of what the intent of the specific plan was about. His understanding is that the corner is to be considered a primary gateway the Garfield Village and continuation to the pedestrian areas and by changing the land development zone for that parcel that we would be changing the ultimate intent of the specific plan. This project would be a great addition to a shopping center, but as the gateway there is a concern.

Action Taken: The Planning Commission after considering the evidence presented during the public hearing adopted **Resolution No. 20-19** recommending that the City Council approve Specific Plan Amendment (SPA-19-01), Zone Change (ZC-19-01) and Conditional Use Permit (CU-19-04) to allow the reconstruction of an existing service station and construction of a new coffee shop with a drive-through at 2425 and 2439 South Garfield Avenue, with an added condition.

Resolution No. 20-19

A RESOLUTION RECOMMENDING THAT THE CITY COUNCIL APPROVE SPECIFIC PLAN AMENDMENT (SPA-19-01), ZONE CHANGE (ZC-19-01) AND CONDITIONAL USE PERMIT (CU-19-04) TO ALLOW THE RECONSTRUCTION OF AN EXISTING SERVICE STATION AND CONSTRUCTION OF A NEW COFFEE SHOP WITH A DRIVE-THROUGH AT 2425 AND 2439 SOUTH GARFIELD AVENUE.

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

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

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

[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 8:38 p.m.

Next regular scheduled meeting on November 12, 2019 at 7:00 p.m. in the Council Chambers.

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

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

**UNOFFICIAL MINUTES
MONTEREY PARK PLANNING COMMISSION
REGULAR MEETING
NOVEMBER 12, 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, November 12, 2019 at 7:00 p.m.

CALL TO ORDER:

Chairperson Eric Brossy de Dios called the Planning Commission meeting to order at 7:00 p.m.

ROLL CALL:

Planner Tewasart called the roll:

Board Members Present: Eric Brossy de Dios, Theresa Amador, Antonio Salazar, and Delario Robinson

Board Members Absent: Ricky Choi

ALSO PRESENT: Natalie Karpeles, Deputy City Attorney and Samantha Tewasart, Senior Planner

AGENDA ADDITIONS, DELETIONS, CHANGES AND ADOPTIONS: None

ORAL AND WRITTEN COMMUNICATIONS:

[1.] **PRESENTATIONS:** None

[2.] **CONSENT CALENDAR:** None

[3.] **PUBLIC HEARING:**

3-A. TENTATIVE MAP NO. 82850 (TM-19-05) TO ALLOW THE SUBDIVISION OF AIR-RIGHTS TO ESTABLISH AND MAINTAIN A TWO-UNIT CONDOMINIUM PROJECT IN THE R-2 (MEDIUM DENSITY RESIDENTIAL) ZONE – 520 FLORENCE AVENUE

Planner Tewasart provided a brief summary of the staff report.

Chairperson Brossy de Dios opened the public hearing.

Applicant, Donivin Foltz, 520 Florence Avenue, Monterey Park, CA 91754, was present to speak on the project.

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. 21-19** approving Tentative Map No. 82850 (TM-19-05) to subdivide air-rights for a two-unit residential condominium development in the R-2 (Medium Density Residential) Zone at 520 Florence Avenue.

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

Resolution No. 21-19

A RESOLUTION APPROVING TENTATIVE MAP NO. 82850 (TM-19-05) TO SUBDIVIDE AIR RIGHTS FOR A TWO-UNIT RESIDENTIAL CONDOMINIUM DEVELOPMENT AT 520 FLORENCE AVENUE.

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

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

3-B. CONDITIONAL USE PERMIT (CU-19-07) ALLOWING OPERATION OF A CHILD DAYCARE CENTER WITHIN AN EXISTING ASSEMBLY-USE BUILDING – 2303 FINDLAY AVENUE

Planner Tewasart provided a brief summary of the staff report.

Chairperson Brossy de Dios opened the public hearing.

Applicant, Laura Zuckerman, 11060 White Rock Road, Suite 150, Rancho Cordova, CA 95670, was present to speak on the project.

Commissioner Salazar inquired about the number of children at the existing Alhambra facility, if there any pre-enrollment, and the age is pre-school age. Commissioner Salazar inquired if there will be access issues to the second floor.

Chairperson Brossy de Dios inquired if the playground is existing and the size of the play area and if Southern California Edison has any concerns about the play area being under power lines. Applicant Zuckerman replied that there is an agreement in place with Southern California Edison. Chairperson Brossy de Dios expressed concerns about the building occupancy and certain requirements for a daycare and accessibility requirements.

Commission Salazar inquired about the fencing around the play area. Applicant Zuckerman replied that it will be wood.

Proponent Cynthia Torres-Prado, 432 West Hammel Street, Monterey Park, CA 91754, spoke in support of the application.

Proponent Carol Tran, 1909 South Isabella Avenue, Monterey Park, CA 91754, spoke in support of the application.

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. 22-19** approving Conditional Use Permit (CU-

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

19-07) allow operation of a child daycare center within an existing assembly-use building in the R-2 (Medium Density Residential) Zone at 2303 Findlay Avenue.

Resolution No. 22-19

A RESOLUTION APPROVING CONDITIONAL USE PERMIT (CUP-19-07) ALLOWING OPERATION OF A CHILD DAYCARE CENTER WITHIN AN EXISTING ASSEMBLY-USE BUILDING AT 2303 FINDLAY AVENUE.

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

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

[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 7:42 p.m.

Next regular scheduled meeting on December 10, 2019 at 7:00 p.m. in the Council Chambers.

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

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

**UNOFFICIAL MINUTES
MONTEREY PARK PLANNING COMMISSION
REGULAR MEETING
MARCH 10, 2020**

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, March 10, 2020 at 7:00 p.m.

CALL TO ORDER:

Chairperson Eric Brossy de Dios called the Planning Commission meeting to order at 7:00 p.m.

ROLL CALL:

Senior Planner Tewasart called the roll:

Board Members Present: Eric Brossy De Dios, Antonio Salazar, and Delario Robinson

Board Members Absent: Ricky Choi and Theresa Amador

ALSO PRESENT: Natalie C. Karpeles, Deputy City Attorney, Mark A. McAvoy, Public Works Director/City Engineer/City Planner, and Samantha Tewasart, Senior Planner

AGENDA ADDITIONS, DELETIONS, CHANGES AND ADOPTIONS: None

ORAL AND WRITTEN COMMUNICATIONS:

[1.] PRESENTATIONS: None

[2.] CONSENT CALENDAR: None

2-A APPROVAL OF MINUTES

July 23, 2019

Action Taken: The Planning Commission approved the minutes from the regular meeting of July 23, 2019

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

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

Noes: Commissioners: None

Absent: Commissioners: Choi and Amador

Abstain: Commissioners: None

[3.] PUBLIC HEARING:

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

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

Senior Planner Tewasart provided a brief summary of the staff report.

Commissioner Robinson inquired about the required code amendment. Attorney Karpeles replied that the amendment will be to the 25-foot setback requirement should the Planning Commission direct staff that such an amendment is necessary. Condition number 6 contemplates that an amendment would need to be processed in order for the project to be approved.

Commissioner Salazar inquired how long the service station was vacant before being demolished. Senior Planner Tewasart replied that staff did not have the information.

Chairperson Brossy de Dios inquired about the term ultimate curb face. Director McAvoy replied that it would mean whether there was a dedication involved.

Chairperson Brossy de Dios inquired if the only way to modify this item was an amendment as opposed to a variance. Attorney Karpeles replied that the findings for a variance are particular and very specific. A variance is only granted under very extremely limited circumstances where a property cannot be developed without some type of relief from the requirements in the municipal code. In this instance the applicant has not opted for a variance rather they have opted to hope for a future code amendment with regard to the setback requirement.

Director McAvoy stated that is not how a project would be conditioned however staff has been working on some updates to the zoning code, which was held off because of the update to the Land Use Element. In the event that the Land Use Element was approved by the voters, the updates would incorporate the changes contemplated by the Land Use Element. There are plans to bring forward some minor text amendments to the zoning code. Chairperson Brossy de Dios inquired if such a revision is currently being contemplated. Director McAvoy replied yes as well updates to some of the parking standards.

Chairperson Brossy de Dios inquired if staff has studied some of the potential impact. Director McAvoy replied not yet until the County certifies the election results and then the amendments will come before the Commission sometime in the summer period.

Chairperson Brossy de Dios inquired if there are any other drive-throughs on Atlantic Boulevard. Senior Planner Tewasart replied off Collegian there is a McDonald's, Taco Bell, and Carl's Jr.

Chairperson Brossy de Dios inquired about the mechanical equipment screening. Attorney Karpeles replied that condition number 15 addresses noise and that all code requirements must be adhered to. Senior Planner Tewasart replied that when there are elevation

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

differences, properties on the higher elevation typically see rooftops. However, from the street view, all roof mounted mechanical equipment will be screened.

Chairperson Brossy de Dios opened the public hearing.

Applicant, Kristen Roberts, 6800 Bishop Road, Plano, Texas 75024, provided a brief presentation and was present for questions.

Commissioner Salazar inquired if the hours are similar as other stores such as the one in Pico Rivera. Applicant Roberts replied yes, those are standard California operating hours. Commissioner Salazar inquired about security. Applicant Roberts replied that discussions have already been had with the Police Chief. On the weekends security is already provided. Attorney Karpeles stated that condition number 43 addresses security.

Commissioner Salazar inquired about the restroom availability. Applicant Roberts replied that restrooms will be provided and made available.

Chairperson Brossy de Dios inquired about the use of the corral area. Applicant Roberts replied that it functions as a delivery receiving area and space where boxes are broken down. There is no activity or use after dark.

Chairperson Brossy de Dios inquired about the queuing space. Director McAvoy replied that the six spaces are split between the two drive-through lanes. Both lanes will accommodate seven vehicles.

Engineer Lucas Teani, P.E., 765 The City Drive Suite 200 Orange, CA 92868, replied that the queuing analysis was conducted from the pick-up window to the beginning of the drive-through queue. Chairperson Brossy de Dios inquired about the queuing analysis, the five percent chance of the queue exceeding the 17 spaces, and the number maximum anticipated. Engineer Teani replied that based on existing stores, the maximum number anticipated was 17 spaces during peak hours. The five percent exceedance probability is a degree of exceeding 17 spaces. The average of the analysis of existing stores was 15 spaces and more than the average will be provided.

Chairperson Brossy de Dios stated that the level of service was E at the alley and Atlantic, assuming that some of the cars were diverting to the alley, some of them were exiting through the driveway. Engineer Teani replied yes. Chairperson Brossy de Dios inquired that with the drive lane terminating directly adjacent the exit path, if the alley is anticipating a level of service of E, is a level of service E anticipated at the driveway as well. Engineer Teani replied that it is not expected. There is either a level of service E at the driveway or the alley, all the traffic flow was concentrated to one point. If they are split, it is anticipated to be less.

Chairperson Brossy de Dios stated that if one car is waiting to exit, it is potentially blocking the exit of the drive-through aisle. Engineer Teani replied that is why the analysis is focused on vehicles coming out from the alleyway. Traffic flow on-site is controlled by the operations team. The operations team works diligently on making sure that traffic flows through the

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

site and is not impacted especially as they are trying to speed up service and serve more customers at a faster rate; it is important that the exit is not blocked and that is why the focus on traffic flow was through the alleyway. Director McAvoy added that condition number 26 requires a traffic management plan.

Chairperson Brossy de Dios inquired about screening the restroom. Applicant Roberts replied that it can be addressed with an architectural feature, but they are going to be cognizant of the extent of the screening from a security reason and providing areas for people to hide behind.

Speaker Raphael Casillas, 1973 Bradshawe Avenue, Monterey Park, stated that he is a 27 year resident of Monterey Park and a registered civil engineer with over 30-years of experience working for local municipalities in the San Gabriel Valley as well as the Gateway COG and SGV COG. The project does not meet the development standards. The project has many deficiencies and requires a code amendment. It creates many public nuisances as defined by the codes. The project failed to meet the findings such as noise, outdoor activities, speaker box from the menu board, the roof mounted equipment, car radios, and the hours of operations are not consistent with the residential or commercial areas. The Atlantic Square center is closed by 9:00 p.m. Traffic collisions occur between Brightwood and Floral from vehicles turning in and out. At minimum left-turn movements should be restricted in and out both entrances, and on-site circulation is bad and will block vehicles from getting out. There will be high levels of emissions from idling vehicles and orders.

Speaker Gina Casillas, 1973 Bradshawe Avenue, Monterey Park, stated that she is a city planner and has processed land use entitlements and evaluated projects for compliance with the California Environmental Quality Act. Drive-throughs should not be located adjacent to residential areas. All drive-throughs should be located within a contained shopping center. She has lived in her residence for over 30 years. Her house fronts on Bradshawe Avenue and her rear yard overlooks Atlantic Boulevard. She expressed concerns about noise from the speaker box, car radios, outdoor dining area, and construction, traffic, and air quality from vehicle emissions. She stated that a code amendment does not provide a solution for tonight's vote.

Chairperson Brossy de Dios inquired about the hours of operations. Applicant Roberts replied that those are the standard California operating hours, but that is up to the discretion of the Planning Commission. She stated that the speaker boxes are turned down at 10:00 p.m. Chairperson Brossy de Dios inquired if it would be feasible to restrict the left-turn. Applicant Roberts replied that if it is a requirement of the City. Attorney Karpeles clarified that the noise limit between 7:00 a.m. and 10:00 p.m. is 65 and 10:00 p.m. to 7:00 a.m. is 55.

Chairperson Brossy de Dios closed the public hearing.

Commissioner Robinson stated that the State of California is requiring the City to plan for 5,000 homes, so the city will be expanding and there will be growing pains. There has to be adjustability and be expansive and broad in our thinking and acceptability.

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

Commissioner Salazar stated that he remembers Atlantic Square, the gas station, and Paul's Kitchen and those places were always full and things have been slowly dying. He respects the Casillas' concerns because in many respects it has become a ghost town. In order for the City to survive there needs to be revenue and businesses that cater to the surrounding areas and that would be East LA College and the youth that is there. This is a business that would do well at that location. He hopes Raising Canes will take into consideration their neighbors and make adjustments if need be to address those concerns and serve the community together.

Chairperson Brossy de Dios stated that he feels the application is premature to be put before the Commission in its current state given the state of the municipal code. He is not accustomed to granting conditional use permits in conflict with the code as it is currently set and they are not in the position to make an exception to that. Once the code is amended it may be something to consider as a re-submittal. He is also concerned with the traffic flow on-site and the potential conflict with the drive aisle. The ability of a car to exit and make a left hand turn onto Atlantic is highly constrained. The hours requested is also a concern and are rather unusual.

Action Taken: Motion to adopt **Resolution No. 01-20** approving Conditional Use Permit (CU-19-13) to allow a retail eating establishment with a drive-through in the S-C (Shopping Center) Zone failed.

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

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

Deputy City Attorney Natalie C. Karpeles advised that, due to the absence of Commissioners Choi and Amador, the motion cannot pass without unanimous approval from the three presiding Commissioners

[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 8:23 p.m.

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

Next regular scheduled meeting on March 24, 2020 at 7:00 p.m. in the Council Chambers.

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

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



Planning Commission Staff Report

DATE: May 12, 2020

AGENDA ITEM NO: 3-A

TO: The Planning Commission
FROM: Mark A. McAvoy, Director of Public Works/City Engineer/City Planner
SUBJECT: (1) Resolution Establishing Procedural Rules for Conducting Planning Commission Meetings in Accordance with Monterey Park Municipal Code §§ 2.56.050 and 2.82.080, and Applicable Law; and (2) Reorganization of the Planning Commission.

RECOMMENDATION:

It is recommended that the Planning Commission consider:

- (1) Adopting a Resolution establishing procedural rules for conducting Planning Commission meetings;
- (2) Nominating and voting to select a Chair and Vice-Chair pursuant to MPMC § 2.82.080; and
- (3) Taking such additional, related, action that may be desirable.

CEQA (California Environmental Quality Act):

This resolution is exempt from review under the California Environmental Quality Act (California Public Resources Code §§ 21000, *et seq.*, "CEQA") and CEQA regulations (14 California Code of Regulations §§ 15000, *et seq.*) because it establishes procedural rules related to the conduct of Planning Commission meetings; does not involve any commitment to a specific project which could result in a potentially significant physical impact on the environment; and constitutes an organizational or administrative activity that will not result in direct or indirect physical changes in the environment. Accordingly, this resolution does not constitute a "project" that requires environmental review (see specifically 14 CCR § 15378(b)(2, 5)).

EXECUTIVE SUMMARY:

The proposed resolution would establish a standard set of rules, policies and procedures to guide the Planning Commission and individual Commissioners in the discharge of their duties (see MPMC §§ 2.56.050 and 2.82.080(c)). Modeled in part after the rules of parliamentary procedure, the proposed rules, policies and procedures provide continuity and consistency between the regulations (*e.g.*, Brown Act and MPMC) and administrative functions necessary for the Planning Commission to execute its obligations.

It is recommended that the Planning Commission select a Chair and Vice-Chair for the 2020-2021 year, in accordance with MPMC § 2.82.080(a).

BACKGROUND AND ANALYSIS:

Resolution Establishing Procedural Rules for Conducting Planning Commission Meetings

MPMC § 2.82.080(c) provides that the Planning Commission may adopt meeting procedures and other reasonable rules and regulations for conducting business.¹ The proposed resolution establishes a standard set of rules, policies and procedures to guide the Planning Commission and individual Commissioners in the discharge of their duties (see MPMC §§ 2.56.050 and 2.82.080(c)). Modeled in part after the rules of parliamentary procedure, the proposed rules, policies and procedures provide continuity and consistency between the regulations and administrative functions necessary for the Planning Commission to execute its obligations.

The proposed Rules of Procedure would clearly establish a format for agenda item discussion; set forth rules for motions, debates and votes; and ensure that courtesy and decorum are maintained during the meetings, among other things.

Reorganization

Pursuant to MPMC § 2.82.080(a) the Planning Commission is to select a Chair and Vice-Chair for the coming year each May. Traditionally, the positions of Chair and Vice-Chair have been rotated equitably between the members of the Planning Commission; however, there is no regulation that governs this process.

On July 23, 2019, the Planning Commission appointed Commissioner Brossy de Dios as Chair and Commissioner Choi as Vice Chair for 2019-2020. On April 15, 2020, Councilmember Sornoso reappointed Commissioner Brossy de Dios; on April 27, 2020 Councilmember Lo newly appointed Tammy Sam; and on May 7, 2020, Councilmember Yiu newly appointed Kevin Lo to serve on the Planning Commission.

It is recommended that the Planning Commission approve separate minute motions for the Chair and Vice-Chair positions.

Respectfully submitted,



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

¹ See, also, MPMC § 2.56.050 "A regular meeting as provided for by law **or by rule of the planning commission** or any regularly advertised public hearing shall be deemed a regular meeting" (emphasis added).

Staff Report
May 12, 2020
Page 3

Prepared by:



Samantha Tewasart
Senior Planner

Reviewed by:



Natalie C. Karpeles
Deputy City Attorney

Attachments:

Attachment 1: Draft Resolution

ATTACHMENT 1

Draft Resolution

RESOLUTION NO. _____

A RESOLUTION ESTABLISHING PROCEDURAL RULES FOR CONDUCTING PLANNING COMMISSION MEETINGS IN ACCORDANCE WITH MONTEREY PARK MUNICIPAL CODE §§ 2.56.050 AND 2.82.080(C), AND APPLICABLE LAW.

BE IT RESOLVED by the Monterey Park Planning Commission as follows:

SECTION 1: Pursuant to Monterey Park Municipal Code ("MPMC") §§ 2.56.050 and 2.82.080 and applicable law, the Planning Commission adopts the following procedural rules for conducting Planning Commission meetings:

"RULES OF PROCEDURE

Rule 1: Authority

Pursuant to MPMC §§ 2.56.050 and 2.82.080, and applicable law, the Planning Commission establishes these by-laws, entitled "Rules of Procedure," for conducting its meetings. The following Rules become effect upon the Planning Commission's adoption and remain effective unless amended or superseded. These Rules are intended to comply with, the Ralph M. Brown Act (Government Code §§ 54950-54962). The Brown Act will supersede any conflicting provision of the Rules.

Rule 2: General Rules

Rule 2.1: Public Meetings

All meetings (except closed sessions as provided by State law) of the Commission are open to the public.

Rule 2.2: Rules of Order

- A. Planning Commission proceedings should be governed by common sense and good taste. Pursuant to applicable laws, including, without limitation, the Monterey Park Municipal Code, any issue of procedure relating to the conduct of a meeting or hearing not otherwise provided for in these Rules may be determined by the Chairperson, subject to a vote of the entire Commission. In addition, the Planning Commission may, upon majority vote, alter or modify any provision of this Policy when appropriate or desirable.
- B. These Rules are adopted to expedite the Planning Commission's business transactions in an orderly fashion and are procedural only.

Failure to strictly observe these rules will not affect the Commission's jurisdiction or invalidate any Commission action conforming with applicable law.

- C. The Commission will abide by those Rules of Decorum that may be adopted by the City Council for use by its boards, commissions, and committees.

Rule 2.3: Meeting Dates/Times

Regular meetings will be held on the second and fourth Tuesdays of each month. Adjourned regular or special meetings may be called by the Chairperson or a majority of the Commission. All regular meetings will convene at 7:00 p.m. unless noticed at a different time by publishing a notice and/or posting a notice in at least three conspicuous places.

Rule 2.4: Quorum

Three members of the Commission constitute a quorum. Should less than a quorum be in attendance, the Secretary will list the attendees in the minutes, and they will adjourn the meeting to a later set time. In the event no members of the Commission are present the Secretary will adjourn the meeting to a later set time pursuant to Government Code § 54955.

Rule 2.5: Vote

A majority of a quorum is required to transact business except that three affirmative votes of the Commission's members are required to approve the following substantive applications: General Plan Amendments and Amendments to the MPMC, Zone Changes, Variances, Conditional Use Permits, Rezoning for Annexations, Subdivision Maps, and Parcel Maps. If a motion to approve a substantive matter fails because it does not receive three affirmative votes, the matter will be automatically continued to the next regular Planning Commission meeting. If the substantive matter is neither approved nor denied at the next regular meeting, the project is deemed denied unless the applicant requests an additional vote at the next regular meeting. No appeal fee will be charged for an appeal required as a result of a tie vote or due to the lack of four affirmative votes to approve a matter which is not subsequently denied.

Rule 2.6: Minutes of Proceedings

The Secretary will record an account of all public proceedings of the Planning Commission into the Commission's official minutes. These minutes will become public record after Commission approval.

Rule 2.7: Right of Floor

Commissioners wishing to speak must first be recognized by the Chairperson and, with the exception of City Communications, limit any remarks to the agenda matter being considered.

Rule 2.8: City Planner

The City Planner will attend all meetings of the Commission unless excused. In his/her absence, the City Planner will designate an Acting City Planner to attend. The City Planner may make recommendations and has the right to take part in all Planning Commission discussions of the Commission, but cannot vote.

Rule 2.9: City Attorney

The City Attorney or designee should attend all meetings of the Commission. The City Attorney or designee, upon request, may give opinions, either written or oral, on questions of law and act as the Commission's parliamentarian.

Rule 2.10: Secretary

The Secretary will attend all meetings of the Commission unless excused. The Secretary will record, prepare, and maintain the Commission's official record and perform other related duties as prescribed by the Commission and/or City Planner.

Rule 3: Chairperson – Duties

Rule 3.1: Chairperson – Elect

The Chairperson is elected by a majority vote of the Commission for a one-year term in May of each year. The Chairperson must be a Member of the Planning Commission and retains all the powers of a Commissioner.

Rule 3.2: Vice Chairperson

The Vice Chairperson is elected by a majority vote of the Commission for a one-year term in May of each year. The Vice Chairperson must be a Member of the Planning Commission and retains all the powers of a Commissioner.

Rule 3.3: Presiding Officer

The Chairperson, if present, will preside at all meetings. In the Chairperson's absence, the Vice Chairperson will preside. In the absence of both, the Commissioners present will select a Temporary Presiding Officer by majority vote.

Rule 3.4: Call to Order

The Chairperson or Vice Chairperson will bring the meeting to order at the time noticed in accordance with applicable law. In the absence of both, the meeting will be called to order by the Secretary.

Rule 3.5: Point of Order

The Chairperson will determine all points of order, subject to the right of any Commissioner to appeal to a vote of a majority of the quorum.

Rule 3.6: Motion to Be Stated

The Chairperson will state all motions submitted for a vote and announce the result. A roll call vote must be taken upon the request of any Commissioner.

Rule 4: Preparation of Agenda

Rule 4.1: Agenda Preparation

The Agenda will be prepared in accordance with the procedure directed by the City Planner. The Agenda should be delivered to the Chairperson and Commissioners by 5:00 p.m. on the Friday before the Commission's regular Tuesday meeting. In the event of a Special Meeting, agenda materials should be delivered as promptly as is practicable.

Rule 4.2: Minutes

Unless requested by a majority of the quorum, minutes may be approved without reading.

Rule 4.3: Consent Calendar

Items listed under the Consent Calendar are those items the City Planner believes will not require Commission discussion and are routine in content. Also listed under the Consent Calendar are resolutions confirming action from a previous meeting which are

brought back for approval of form rather than approval of action. Items may be pulled for separate discussion or clarification at any Commissioner's request, or upon receipt of a written request for public comment on the item.

Rule 4.4: City Communications

Items of interest that are not on the Agenda, such as conference or meeting reports, may be discussed under this item. No action, other than to "receive or refer to staff" may be taken.

Rule 4.5: Actions Limited to Posted Agenda

The Planning Commission cannot take action on any item not appearing on the posted Agenda except under the conditions permitted by Government Code § 54954.2.

Rule 4.6: Future Agenda Items

Each Agenda will include an Agenda item entitled "Future Agenda Items." During this section of the Agenda any Commissioner may make a motion only to place an item on a future Agenda. The motion is non-debatable. Placement of an item on a future Agenda requires a majority vote. The City Planner has discretion as to when the item will be placed on the Agenda, unless otherwise directed by the Planning Commission.

Rule 5: Citizens' Rights

Rule 5.1: Addressing the Commission

- A. Any person may address the Commission under the following portions of the Agenda:
 - (1) Under the Public Comment portion of the Agenda.
 - (2) Public Hearings.
 - (3) With the consent of a majority of the quorum of the Commission.
- B. Persons seeking to address the Commission must comply with the following:
 - (1) Members of the public may address the Commission only on items within the subject-matter jurisdiction of the Commission. A determination of whether an item is appropriate for discussion will

be made by the Chairperson with the Commission's consent and upon advice by the City Attorney or designee.

- (2) Each person addressing the Commission must submit such written information as the Secretary may require for the record, step to the podium and give their name and address for the record.
 - (3) Each speaker is limited to five minutes on Public Comment and a total of five minutes on all other items on the Agenda. Exception - See Public Hearing Procedures under Section 7 and following.
 - (4) All remarks must be directed to the Chairperson and Commission as a body and not to any particular Commissioner.
 - (5) No person, other than Commissioners and the person having the floor, are permitted to participate in the discussion except as otherwise requested by the Chairperson.
 - (6) No question may be asked of Commissioners or City staff except through the Chairperson.
- C. When any identifiable group of persons, as distinguished from the general public, seeks to address the Commission on the same agenda item, the Chairperson has the discretion to ask that the group select a spokesperson to address the Commission. If additional issues are to be presented at the hearing by any other member of such group, the Chairperson may limit the number of persons to address the Commission to avoid unnecessary repetition of information presented to the Commission.

Rule 5.2: Disrupting legal meetings

Any member of the public making disruptive remarks or who becomes disruptive while addressing the Commission or attending the Commission meeting so as to disrupt, disturb or otherwise impede the orderly conduct of the Commission meeting will be removed forthwith by the Presiding Officer and barred from further audience before the Commission at that meeting unless permission to continue is granted by a majority vote of the Commission.

Rule 6: Document Preparation

Unless otherwise directed by the Commission or City Planner, all documents must, before being placed on the Agenda, be approved as to form and legality by the City Attorney or designee. Such

approval must be indicated by a signature on the last page of the document.

Rule 7: Procedures Regarding Public Hearings

Rule 7.1: Introduction

Chairperson announces subject of the Public Hearing, confirms with the Secretary that the Public Hearing was correctly noticed, and declares the Public Hearing open. Conflicts, if any, are declared and ex parte contacts, if any, are disclosed.

Rule 7.2: Staff and Written Material Presentation

- A. Staff summary report and other written material included in the Agenda packet is received and filed. Written comments (e.g. protest, etc.) are noted for the record.
- B. Written material not in the Agenda packet, if any, is received and filed.
- C. Oral staff report, if any, is presented by staff member.
- D. Staff responds to Commissioner questions.

Rule 7.3: Public Testimony

- A. Purpose is to provide opportunity to interested persons wishing to support or oppose the matter being considered.
- B. Chairperson instructs members of the audience:
 - (1) To fill out a form prepared by the Secretary;
 - (2) To speak from the podium;
 - (3) To give their name and address before speaking;
 - (4) That the time limit for each speaker is generally five minutes; and
 - (5) That repetition should be avoided.
- C. The applicant/representative will normally speak first. Applicant/representative presentation is limited to ten minutes, any portion of which can be used for rebuttal.

- D. Questions by speakers will be noted and, if possible, answered before Commission deliberation.
- E. Following public testimony, the applicant/representative will have an opportunity for rebuttal.

Rule 7.4: Commission Deliberation

- A. After the Chairperson has determined that no other member of the audience wishes to speak, the Planning Commission may deliberate.
- B. The Commission may ask questions of speakers for clarification.
- C. Staff and/or Commission answers prior speakers' questions.
- D. The Commission makes a motion and debates.

Rule 7.5: Commission Action

- A. The Commission may, at this time, continue the open Public Hearing.
 - (1) This should be done if any additional information is requested (e.g. a staff report).
 - (2) Continuing a Public Hearing to a specific date does not require additional notice.
- B. Vote on the item.
- C. Offer amendments or substitute motions allowing additional public comment.
- D. Close the Public Hearing and continue the matter to a later date for a decision (note that no additional reports or testimony may be received if the Public Hearing has been closed).

Rule 8: Miscellaneous Rules

Rule 8.1: Silence

During a collective vote (Ayes and Nays), silence of any Commissioner denotes an affirmative vote.

Rule 8.2: Continuance of an Item

- A. Continuance by a Commissioner.

Upon a Commissioner's request and by majority vote, an item (not subject to a deadline) may be continued to the next agreed upon meeting.

B. Continuances Requested by Someone Not a Commissioner.

Anyone may request a continuance of an item and the Commission, by majority vote, may grant a continuance.

Rule 8.3: Failure to Vote

Every Commissioner should vote unless disqualified by reason of a Conflict of Interest. If a member abstains because of a legal conflict of interest, he/she is not counted as part of the quorum and is not deemed to be voting.

If a member abstains for reasons other than a legal conflict of interest, he/she will be counted in establishing a quorum. Such an abstention will counted with the majority vote of the quorum unless there is no majority in which case it will not be counted as a vote.

Rule 8.4: Lost Motions

A lost motion is one that fails to receive the necessary number of votes to carry. To revive a lost motion at the same meeting, the proper action is a motion to reconsider.

Rule 8.5: Motion to Reconsider

A motion to reconsider any action taken by the Commission may be made in accordance with the following:

- A. The motion must be made by a Commissioner the majority vote, or, in the case of a lost motion, by any Commissioner and may be seconded by any Commissioner.
- B. The motion must be made before the adjournment of the meeting at which the original action was taken.
- C. The motion is debatable and has precedence over a pending motion.
- D. Except as otherwise provided, if the action to be reconsidered is a Public Hearing item, it must be re-noticed in the event the motion to reconsider passes. Where it is clearly established that all interested members of the public are still present, the item may be reconsidered without further notice.

Rule 8.6: Tie Votes

If a tie vote occurs when a Member of the Commission is absent, the item will be automatically continued once to the next regular meeting of the Commission. Except in the event of an appeal to the Commission, if a tie vote occurs as a result of the abstention of a Commissioner, the motion is lost. If a tie vote on an appeal occurs as a result of the abstention of a Commissioner, the appeal is deemed denied.

Rule 8.7: Changing the Vote

A Commissioner may change his/her vote only if the change is made immediately following the announcement of the vote by the Chairperson and before the next agenda item is announced.

Rule 8.8: Abstention

A Commissioner who publicly announces that he/she is abstaining from voting on a particular matter will not subsequently be allowed to withdraw the abstention.

Rule 8.9: Presentation of Evidence

A. Oral Evidence

Oral evidence may be taken on oath or affirmation if requested by the Commission.

B. Exhibits and Documents

Documentary evidence, exhibits, written communications, and documents used and relied upon by the Commission during Commission meetings must be made part of the record.

C. Communications and Petitions

All communications and petitions must be read aloud either in full or in summary. A reading in full must be made at the request of a majority of the Commission. All such communications and petitions may be placed into evidence at the Commission's discretion.

D. Staff Reports

A written staff report should be prepared and orally reviewed as part of the staff presentation. Such report is evidence and part of the record.

E. Large Maps and Displays

Large size maps and displays presented for use at the hearing should be displayed in full view of the Commission. When practicable, such maps or displays, or their authentic reductions, will be placed into the record.

F. Admissible Evidence

A Public Hearing need not be conducted according to legal rules of evidence. Any relevant evidence may be accepted if it relevant and the type of evidence upon which reasonable persons rely upon in conducting serious affairs. Irrelevant and unduly repetitious evidence will be excluded.

Rule 8.10: Personal Privilege

The right of a Commissioner to address the Commission on a question of personal privilege is limited to cases where the integrity, character, or motives of the Commissioner is in question or where the Commission's welfare is concerned. The Commissioner may not interrupt the speaker, however, until recognized by the Chairperson.

Rule 8.11: Protests

Any Commissioner has the right to enter into public record reasons for dissent or protests against any motion carried by the majority.

Rule 9: Rules of Debate

Rule 9.1: Chairperson as Presiding Officer

The Chairperson may move, second, and debate from the Chair, retains all rights and privileges of a Commissioner.

Rule 9.2: Appeals

Any ruling of the Chairperson may be appealed at the request of any Commissioner. The Chairperson must call for a roll call vote to determine if the ruling is upheld.

Rule 9.3: Motions

A motion may be debated by the Commission after it is made. During debate, any Member of the Commission may "Call for a second." If a second is not forthcoming, the motion dies for lack of a second. If the motion is seconded, the debate may continue.

Rule 9.4: Precedence of Motions

When a motion is before the Commission, no other motion may be considered except:

A. Motion to Amend - (debatable only as it relates to the amendment).

An amendment which modifies the motion is an order, however, a substitute motion is in order if the intent is changed. Amendments are voted on first, the main motion vote is last. A motion may be amended more than once with each amendment being voted on separately. There shall only be one amending motion on the floor at any one time.

B. Motion to Postpone - (A motion to postpone indefinitely is debatable).

If such a motion is adopted, the principal question is lost. Motion to postpone to a definite time is subject to debate and amendment as it relates to propriety of the postponement and time set.

C. Motion to Table - (Undebatable and not subject to amendment).

The purpose of a motion to table is to temporarily bypass the item. If a motion to table is adopted, the item may be taken from the table at any time before the adjournment of the next regular meeting. If the item is not taken from the table in the time specified, the business of the item is lost.

D. Motion for Previous Question

A motion for previous question closes debate on the main motion and is non-debatable. If motion fails, debate is reopened; if motion passes, then vote must be taken on the main motion.

Rule 10: Election of Chairperson and Vice Chairperson

Rule 10.1: Time of Election.

The election of the Chairperson and Vice Chairperson will take place at the first regular meeting of the Planning Commission in May of each year.

Rule 10.2: Procedure for Chairperson election.

- A. The Secretary will state the procedures for electing the Chairperson and Vice Chairperson.
- B. The election of the Chairperson will be conducted by the Secretary or an appointed Deputy Secretary (collectively "Secretary").
- C. The Secretary will declare that the office of Chairperson is vacant and that nominations are open.
- D. Any member of the Planning Commission may nominate any member of the Planning Commission as Chairperson, including him or herself. A second to a nomination is not required.
- E. Any member of the City Commission may move to close the nominations at any time after all Commissioners have had the opportunity to make a nomination. The motion requires a second and must receive a vote of a majority of the Planning Commission to pass.
- F. After nominations have been closed, the Secretary will call for the vote on the election of the Chairperson.
- G. The nominees will be voted on in the order the nominations were made.
- H. The first Commissioner receiving the vote of a majority of the Planning Commission is the Chairperson and the election will be closed.
- I. If no member of the Planning Commission receives a majority vote, the Secretary will re-open the nominations and conduct a new election until a Chairperson is elected.

Rule 10.3: Procedure for the Vice-Chairperson Election.

The election of the Vice Chairperson will be conducted in the same manner as the election of the Chairperson, except that the Chairperson, not the Secretary, will conduct the election.

Rule 11: Adjournment

At 9:30 p.m., if the business has not concluded, the Chairperson will poll all Commissioners and upon majority vote, the meeting will be

extended for a maximum of one hour. If business has not been concluded after a subsequent hour, the meeting may be further extended by one-hour increments upon a majority vote.

Rule 12: Amendment/Suspension

The Commission may amend or suspend these rules at any time upon majority vote of the Commission.

Rule 13: Appeals to City Council

Persons who are dissatisfied with a decision of the Planning Commission may have the right to seek review of that decision by the City Council. Such an appeal must be perfected within 10 days of the Commission's decision."

SECTION 2: This Resolution supersedes all previous resolutions purporting to establish rules and procedures for conducting Planning Commission meetings. Accordingly, those resolutions are rendered moot upon adoption of this Resolution and are accordingly repealed.

SECTION 3: *Electronic Signatures.* This Resolution may be executed with electronic signatures in accordance with Government Code §16.5. Such electronic signatures will be treated in all respects as having the same effect as an original signature.

SECTION 4: This Resolution will become effective immediately upon adoption and will remain effective unless repealed or superseded.

PASSED AND ADOPTED this ____ day of _____, 2020.

Chairperson

Approved as to Form:

By:



Natalie C. Karpeles,
Deputy City Attorney



Planning Commission Staff Report

DATE: May 12, 2020

AGENDA ITEM NO: 4-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:

On March 10, 2020, the Planning Commission considered the Applicant's proposal for constructing and operating 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. Consequently, a CUP is required for the project. During the meeting, the Planning Commission failed to adopt a resolution approving the CUP on a 2-1 vote.

Since the March 10th meeting, the City has been essentially shut down because of the COVID-19 Pandemic. While the Applicant appealed the Planning Commission's decision to the City Council, all public meetings were cancelled other than as needed for

emergency operations or essential actions (e.g., the certification of elections on April 1, 2020).

To ensure that the Applicant's – and public's – right to a fair hearing were preserved, the City Manager tolled all time periods during the local emergency. As a result, the Applicant requested that the Planning Commission – which is now also comprised of new Commissioners – conduct a new public hearing regarding its application. Accordingly, the matter was noticed for May 12, 2020.

BACKGROUND AND ANALYSIS:

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.

A three-member quorum of the Planning Commission considered the matter on March 10, 2020. While a majority of the quorum voted to approve the CUP, three affirmative votes were required to adopt the resolution (see, e.g., Government Code § 36936) approving a land-use decision. Ordinarily, and in accordance with the MPMC, a written resolution denying the project would have been brought back to the Planning Commission for approval on or before April 19, 2020.¹

However, on March 11, 2020, a local emergency was declared in Monterey Park due to the COVID-19 Pandemic; this emergency was confirmed by the City Council on March 18, 2020 by Resolution No. 12142. Part of that emergency included the cancellation of all non-essential public meetings until further notice. On March 12, 2020, the Applicant filed an appeal with the City Clerk. While the Planning Commission had not yet adopted a written resolution of denial, the City processed the appeal and tentatively scheduled the matter for the April 15, 2020 City Council meeting.

On March 16, 2020, however, the City Manager cancelled all public events through the end of May; this action was confirmed by the City Council via Resolution No. 12151 on April 15, 2020. Under these extraordinary circumstances, and based upon the ongoing local emergency, the City Planner determined (with the City Manager's concurrence) that the time periods for a Planning Commission decision – and potential appeal – should be tolled.

On April 10, 2020, the City informed the Applicant that it would need to supplement its March 11th appeal to the City Council or request that the Planning Commission consider the matter at a new public hearing. The Applicant chose a new public hearing.

Ordinarily, all time periods would have now expired; for instance, the Planning Commission was to have rendered a decision by April 19, 2020, and an appeal from that decision would need to have been filed not later than April 29, 2020.² However, due to the COVID-19 pandemic, the Planning Commission was precluded from adopting a

¹ See MPMC § 21.32.100

² See MPMC §§ 21.32.100, 1.10.010 and 1.10.020

resolution of denial based upon its March 10th meeting. Additionally, the City Council meetings of April 1st, April 7th, and April 15th, were consumed by emergency-related COVID-19 matters and essential actions (e.g., the April 1st meeting certifying election results and empaneling a new City Council). Additionally, new Planning Commissioners were appointed as a result of the new City Council (the last being appointed on May 7, 2020).

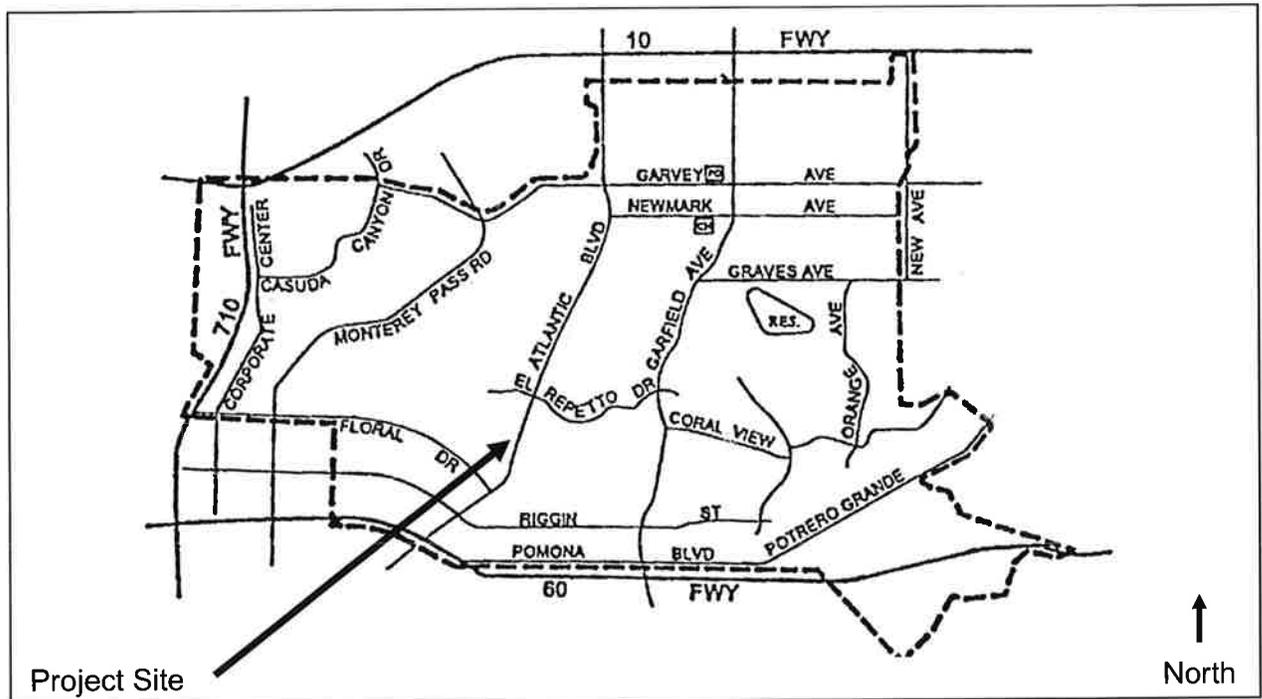
In light of all the circumstances, it seems that due process and good sense justifies this matter being again considered by the Planning Commission.

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 **April 29, 2020**, with affidavits of posting on file. The legal notice of this hearing was mailed to **137** property owners within a 300 foot radius and current tenants of the property concerned on **April 29, 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

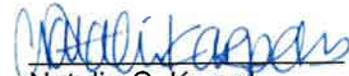
Staff Report
May 12, 2020
Page 5

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 4: Planning Commission Staff Report dated March 10, 2020
- Attachment 5: Planning Commission Minutes dated March 10, 2020

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 March 10, 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. At the conclusion of the March 10, 2020 meeting, the motion to adopt the Resolution approving the CUP failed. On March 12, 2020, the Applicant filed a request for an appeal before the City Council with the City Clerk;
- F. On March 16, 2020 the City Manager cancelled all public events through the end of May; this action was confirmed by the City Council via Resolution No. 12151. Relatedly, based upon the ongoing local emergency, the City Planner determined (with the City Manager's concurrence) that the time periods for a Planning Commission decision – and potential appeal – should be tolled;
- G. On or about April 10, 2020, the Applicant withdrew its request for an appeal and elected to have a new public hearing before the Planning Commission. However, as a result of the new City Council, new Planning Commissioners were appointed; the last new Planning Commissioner was not appointed until May 7, 2020;
- H. In light of the circumstances, due process and good sense justifies this matter being again considered by the Planning Commission;

**PLANNING COMMISSION
RESOLUTION NO.
PAGE 2 OF 6**

- I. The City Planner completed review and scheduled a public hearing regarding the Project before the Planning Commission for May 12, 2020. Notice of the public hearing was posted and mailed as required by the MPMC;
- J. On May 12, 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
- K. This Resolution and its findings are made based upon the testimony and evidence presented to the Commission at its March 10, 2020 and May 12, 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 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.

**PLANNING COMMISSION
RESOLUTION NO.
PAGE 3 OF 6**

- 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 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;

**PLANNING COMMISSION
RESOLUTION NO.
PAGE 4 OF 6**

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;
 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

**PLANNING COMMISSION
RESOLUTION NO.
PAGE 5 OF 6**

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 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: Electronic Signatures. This Resolution may be executed with electronic signatures in accordance with Government Code §16.5. Such electronic signatures will be treated in all respects as having the same effect as an original signature.

**PLANNING COMMISSION
RESOLUTION NO.
PAGE 6 OF 6**

SECTION 10: This Resolution will remain effective until superseded by a subsequent resolution.

SECTION 11: A copy of this Resolution will be mailed to the Applicant and to any other person requesting a copy.

SECTION 12: 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 13: Except as provided in Section 12, this Resolution is the Planning Commission's final decision and will become effective immediately upon adoption.

ADOPTED AND APPROVED this 12th day of May 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 12th day of May 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

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.

**PLANNING COMMISSION
RESOLUTION NO.**

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.

**PLANNING COMMISSION
RESOLUTION NO.**

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.

**PLANNING COMMISSION
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.

**PLANNING COMMISSION
RESOLUTION NO.**

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.
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.

**PLANNING COMMISSION
RESOLUTION NO.**

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 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.

**PLANNING COMMISSION
RESOLUTION NO.**

MISCELLANEOUS:

46. The applicant/owner is responsible for ascertaining and paying all City fees and costs required by MPMC including, without limitation, legal costs associated with processing this CUP. All fees must be paid before the City issues a final certificate of occupancy.

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

MARK	DESCRIPTION
01	RECLAIMED METAL PANEL VINTAGE CAR HOOD - OCCURS AT FACE OF 1' ONLY
02	PAINTED METAL PANEL WITH BRASS BRACKET, SMOOTH, BRASS SPOT, HORIZONTAL MORTAR TO MATCH LAZURETTI, 'HUP' VERTICAL MORTAR TO MATCH TERRA COTTA. JOINTS FLUSH WITH FACE
03	208 TAINEX APPLIED OVER PORTLAND CEMENT STUCCO
04	209 TAINEX APPLIED OVER PORTLAND CEMENT STUCCO WITH CLEAR COAT FLAT FINISH
05	'133 MOUNTAIN FOG' APPLIED OVER PORTLAND CEMENT STUCCO
06	BORAL 'ALAMO' MODULAR BRICK ON ROOF-FULL HEIGHT WALLS, SACK RUB FINISH
07	205 OVER SHELL PLASTER OVER SUBSTRATE
08	PAINTER'S MANUAL EXTERIOR SYSTEM FINISH AND DIAMOND BRUSH FINISH AS-MISC2244 / AS-MISC2244 ADHESIONAL, CLASS 1
09	PATIO STEEL MISTRE BLACK
00	METAL PANEL WITH KYNAR FINISH APPLIED LATER DATE

EXTERIOR FINISHES

Mark: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Non-Prototype Use Code: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Name: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Sheet Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Name: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Sheet Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Name: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Sheet Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Name: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Sheet Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Name: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Sheet Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Name: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Sheet Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Name: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Sheet Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Name: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Sheet Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Name: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Sheet Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Name: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Sheet Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Name: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Sheet Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Name: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Sheet Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Name: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Sheet Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Name: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Sheet Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Name: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Sheet Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Name: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Sheet Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Name: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Sheet Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Name: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Sheet Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Name: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Sheet Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Name: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Sheet Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Name: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Sheet Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Name: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Sheet Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Name: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Sheet Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Name: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Sheet Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Name: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Sheet Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Name: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Sheet Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Name: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Sheet Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Name: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Sheet Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Name: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Sheet Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Name: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Sheet Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Name: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Sheet Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Name: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Project Number: **01** **02** **03** **04** **05** **06** **07** **08** **09** **00**

Sheet Number: **01** **02** **03** **04** **05** **06** **07** **08** **09**

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**

TABLE OF CONTENTS

	Page
INTRODUCTION.....	1
PROJECT DESCRIPTION.....	1
ANALYSIS SCENARIOS AND METHODOLOGY.....	1
Analysis Scenarios.....	1
Study Locations.....	4
Intersection Analysis Methodology.....	4
Performance Criteria.....	5
Significance Thresholds.....	5
EXISTING TRAFFIC ENVIRONMENT / AREA CONDITIONS.....	6
Existing Transportation System.....	6
Transit Service.....	8
Existing Traffic Volumes.....	9
EXISTING OPERATING CONDITIONS.....	11
PROJECT TRAFFIC.....	11
Project Trip Generation.....	11
Project Trip Distribution and Assignment.....	11
EXISTING PLUS PROJECT CONDITIONS.....	16
FUTURE CONDITIONS.....	16
Opening Year 2020 Without Project.....	21
Opening Year 2020 With Project.....	21
SITE ACCESS AND CIRCULATION.....	21
Traffic Signal Warrants.....	21
Drive-Through Queuing.....	26
On-Site Parking.....	26
Queuing Analysis – Atlantic Boulevard at Alleyway.....	26
SUMMARY OF FINDINGS AND CONCLUSIONS.....	27

LIST OF FIGURES

Figure 1 - Vicinity Map	2
Figure 2 – Project Site Plan	3
Figure 3 – Existing Lane Configuration and Traffic Control	7
Figure 4 – Existing Peak Hour Traffic Volumes.....	10
Figure 5 – Project Trip Distribution.....	14
Figure 6 – Project-Related Traffic Volumes	15
Figure 7 – Existing Plus Project Traffic Volumes	17
Figure 8 – Location of Cumulative Projects.....	20
Figure 9 – Opening Year 2020 Traffic Volumes	22
Figure 10 – Opening Year 2020 With Project Traffic Volumes.....	24

LIST OF TABLES

Table 1– Summary of Intersection Operation – Existing Conditions.....	12
Table 2 – Summary of Project Trip Generation.....	13
Table 3 – Summary of Intersection Operation – Existing Plus Project.....	18
Table 4 – Summary of Cumulative Projects	19
Table 5 – Summary of Intersection Operation – Opening Year 2020 Conditions	23
Table 6 – Summary of Intersection Operation – Opening Year 2020 With Project	25

APPENDICES

Appendix A – Approved Scoping Agreement

Appendix B – Traffic Data Collection Worksheets

Appendix C – Intersection Analysis Worksheets

Appendix D – Traffic Signal Worksheets

Appendix E – Drive-Through Queuing Analysis

**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:
[Shaded Box] = Project Site





NOT TO SCALE

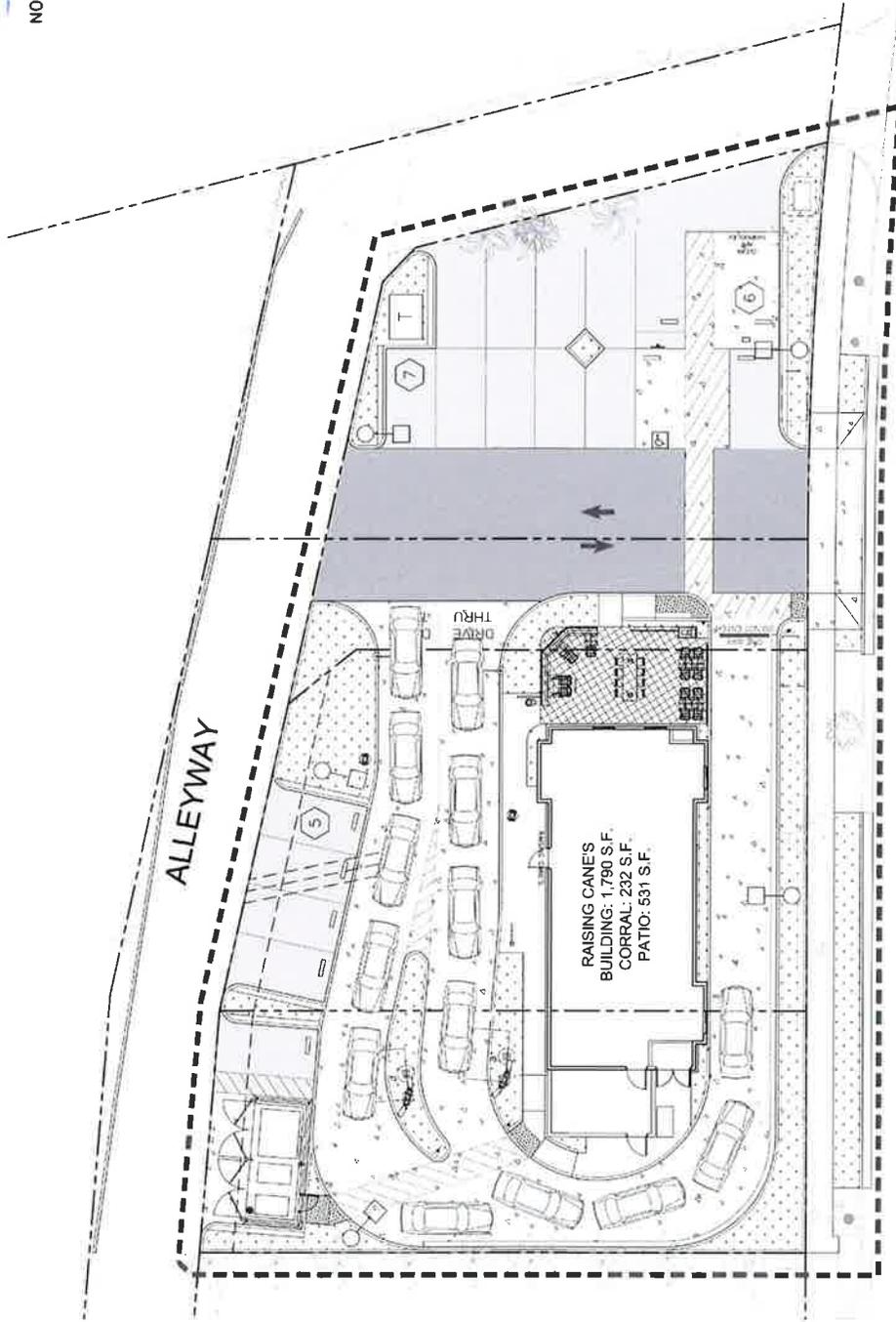


FIGURE 2
SITE PLAN

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.

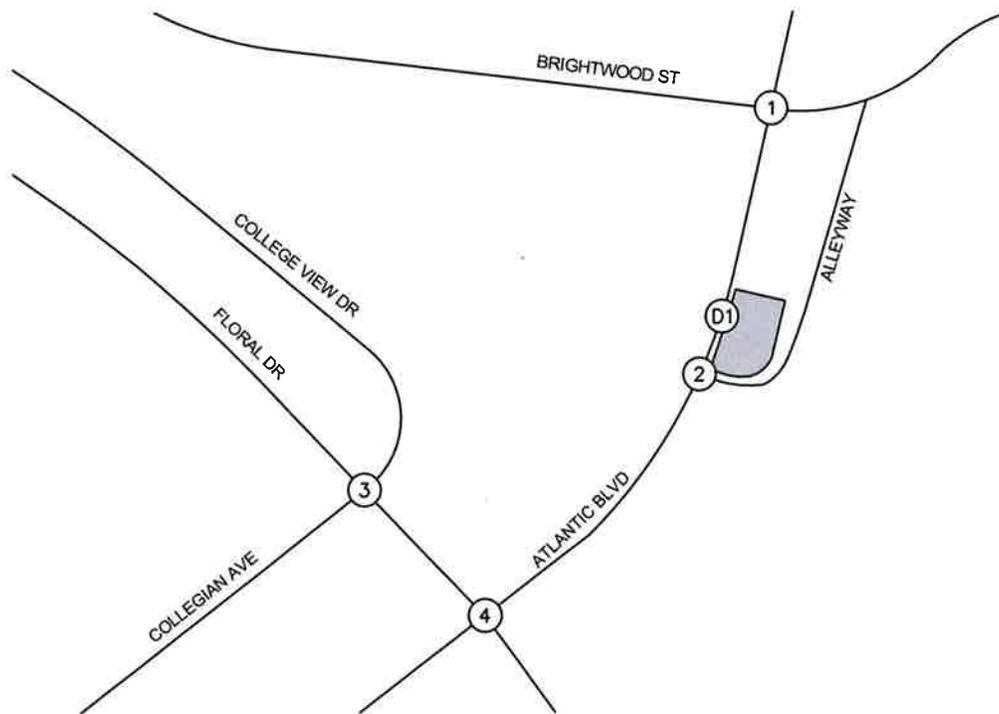
College View Drive is an east-west roadway just north of Floral Drive. College View Drive provides one travel lane in each direction. On-street parking is provided on both sides of the street.

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

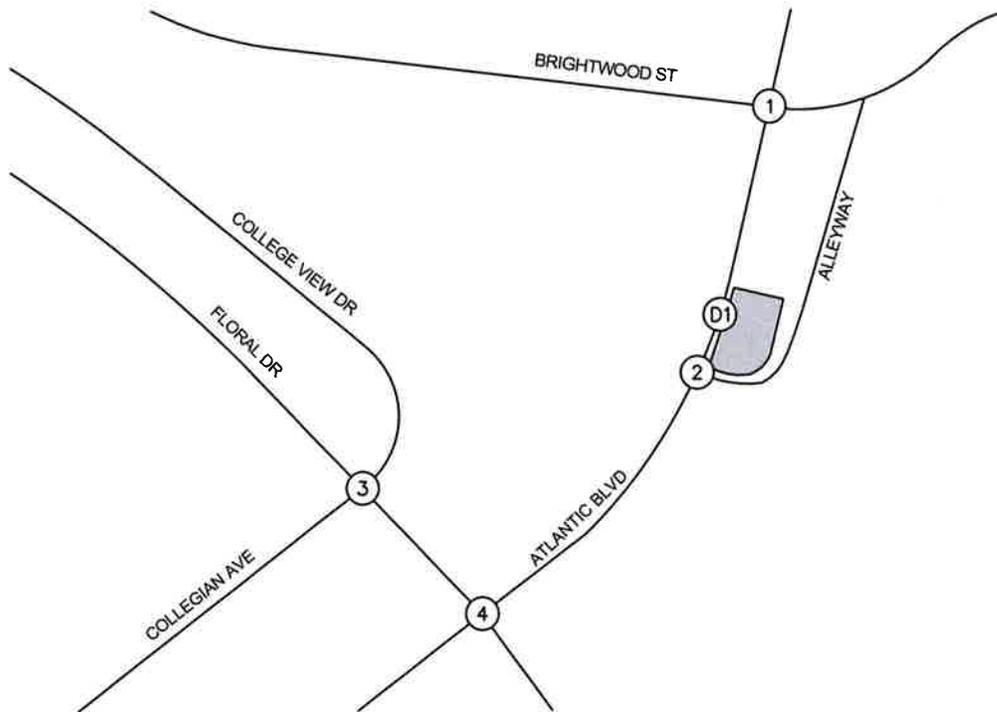
LA Metro Rapid Route 770 operates between Downtown Los Angeles and the City of El Monte via Atlantic Boulevard and Avenida Cesar Chavez within the project vicinity. On weekdays, Route 770 operates from 4:30 AM to 9:30 PM with 15-minute to 30-minute headways throughout the day. On Saturdays, Route 770 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	PM Peak Hour Out	Total
Fast-Food Restaurant w/ Drive-thru	934	KSF	470.95	16.988	15.682	32.67
Trip Generation Estimates						
Land Use	Quantity	Unit	Trip Generation Estimates			
			Daily	PM Peak Hour In	PM Peak Hour 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) Trip Generation Manual, 10th Edition

² Source: Institute of Transportation Engineers (ITE) Trip Generation Handbook, 3rd Edition



NOT TO SCALE

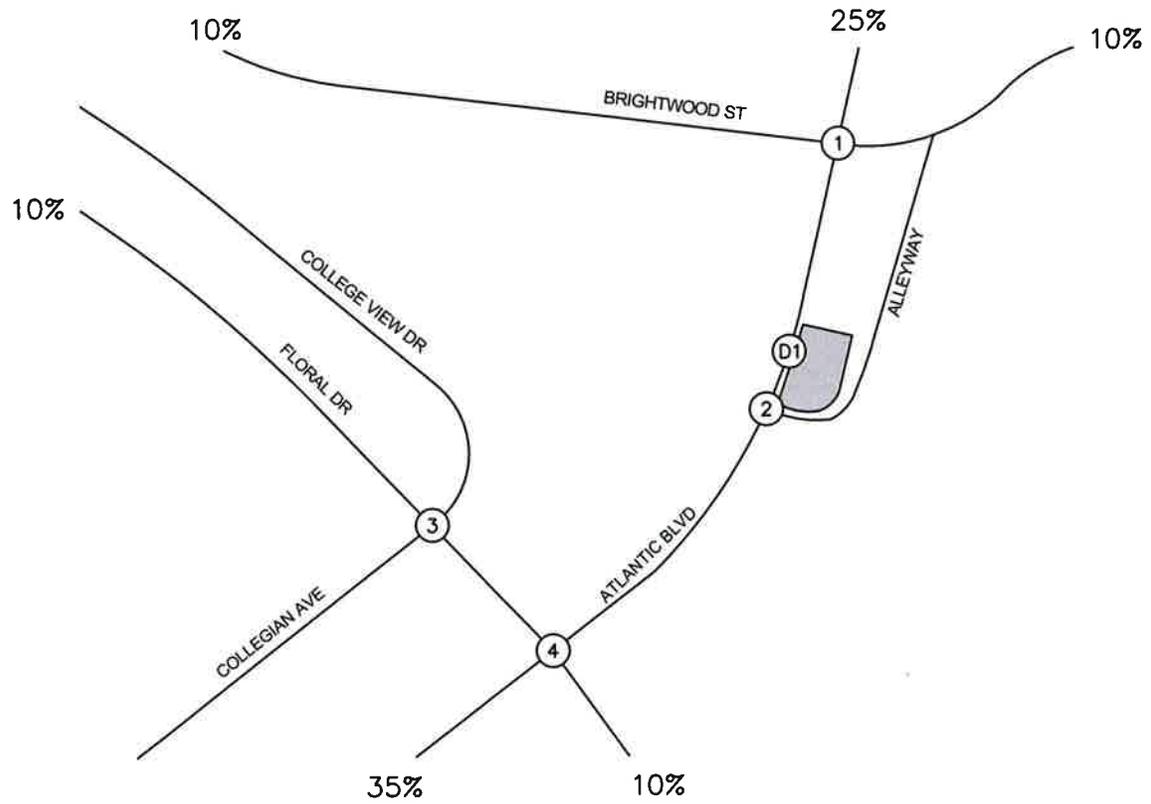


FIGURE 5
PROJECT TRIP DISTRIBUTION

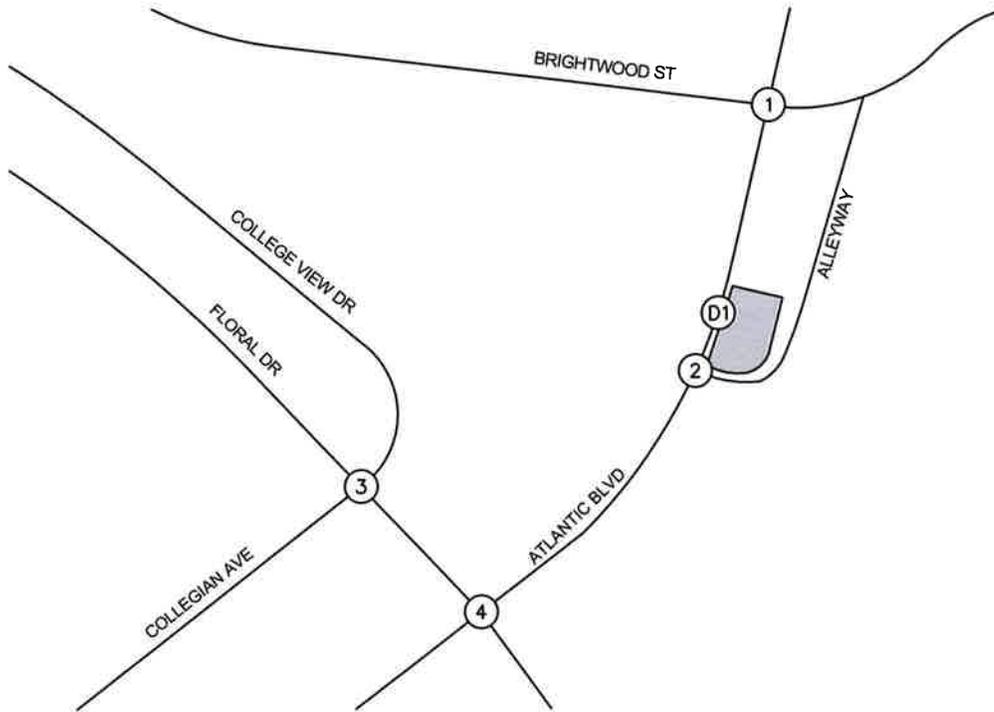
LEGEND:

 = 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

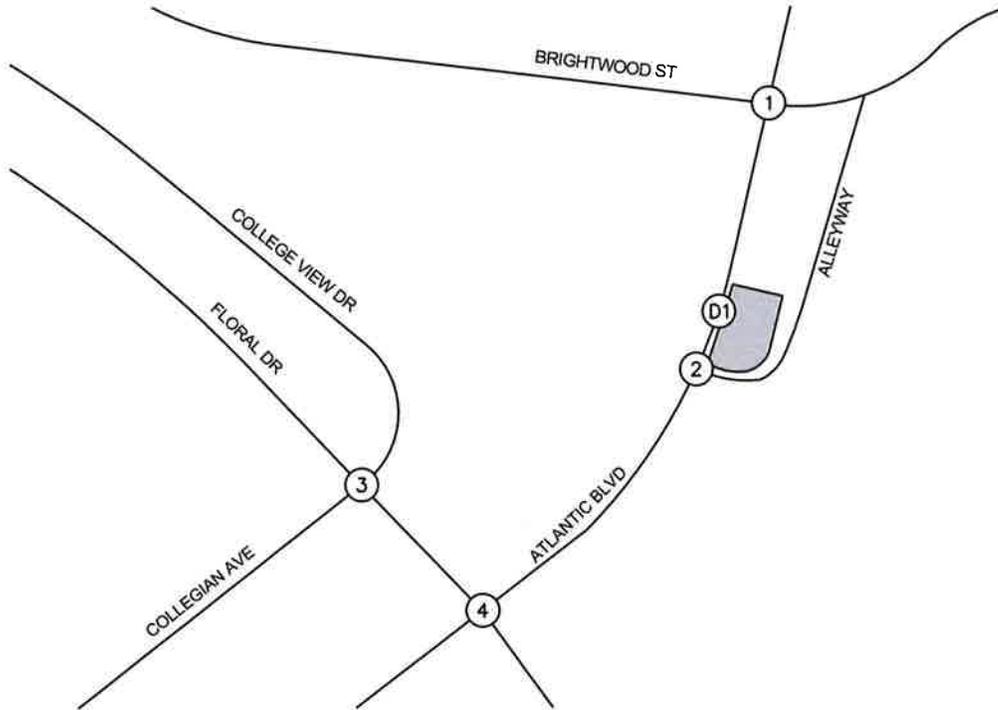
Project completion is estimated to occur in Year 2020. Future year forecasts for Opening Year 2020 were developed using the “build-up” forecasting process, starting with adding a background growth factor of 0.81 percent per year, for a total of two years, to existing traffic volumes.

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																																																								
<table border="1"> <tr> <td>← 54</td> <td>← 713</td> <td>← 55</td> <td>← 33</td> </tr> <tr> <td>← 142</td> <td>← 241</td> <td>← 69</td> <td>← 54</td> </tr> <tr> <td>← 51</td> <td>← 1215</td> <td>← 128</td> <td>← 36</td> </tr> <tr> <td>← 33</td> <td>← 54</td> <td>← 36</td> <td>← 33</td> </tr> </table>	← 54	← 713	← 55	← 33	← 142	← 241	← 69	← 54	← 51	← 1215	← 128	← 36	← 33	← 54	← 36	← 33	<table border="1"> <tr> <td>← 796</td> <td>← 20</td> <td>← 55</td> <td>← 18</td> </tr> <tr> <td>← 1353</td> <td>← 10</td> <td>← 18</td> <td>← 10</td> </tr> </table>	← 796	← 20	← 55	← 18	← 1353	← 10	← 18	← 10	<table border="1"> <tr> <td>← 3</td> <td>← 42</td> <td>← 41</td> <td>← 24</td> </tr> <tr> <td>← 11</td> <td>← 595</td> <td>← 164</td> <td>← 305</td> </tr> <tr> <td>← 167</td> <td>← 35</td> <td>← 180</td> <td>← 62</td> </tr> <tr> <td>← 24</td> <td>← 305</td> <td>← 62</td> <td>← 24</td> </tr> </table>	← 3	← 42	← 41	← 24	← 11	← 595	← 164	← 305	← 167	← 35	← 180	← 62	← 24	← 305	← 62	← 24	<table border="1"> <tr> <td>← 129</td> <td>← 731</td> <td>← 49</td> <td>← 36</td> </tr> <tr> <td>← 412</td> <td>← 123</td> <td>← 252</td> <td>← 76</td> </tr> <tr> <td>← 182</td> <td>← 963</td> <td>← 51</td> <td>← 64</td> </tr> <tr> <td>← 36</td> <td>← 76</td> <td>← 64</td> <td>← 36</td> </tr> </table>	← 129	← 731	← 49	← 36	← 412	← 123	← 252	← 76	← 182	← 963	← 51	← 64	← 36	← 76	← 64	← 36
← 54	← 713	← 55	← 33																																																								
← 142	← 241	← 69	← 54																																																								
← 51	← 1215	← 128	← 36																																																								
← 33	← 54	← 36	← 33																																																								
← 796	← 20	← 55	← 18																																																								
← 1353	← 10	← 18	← 10																																																								
← 3	← 42	← 41	← 24																																																								
← 11	← 595	← 164	← 305																																																								
← 167	← 35	← 180	← 62																																																								
← 24	← 305	← 62	← 24																																																								
← 129	← 731	← 49	← 36																																																								
← 412	← 123	← 252	← 76																																																								
← 182	← 963	← 51	← 64																																																								
← 36	← 76	← 64	← 36																																																								
D1. Atlantic Blvd at Project Driveway																																																											
<table border="1"> <tr> <td>← 809</td> <td>← 12</td> <td>← 13</td> <td>← 7</td> </tr> <tr> <td>← 1405</td> <td>← 14</td> <td>← 14</td> <td>← 7</td> </tr> </table>				← 809	← 12	← 13	← 7	← 1405	← 14	← 14	← 7																																																
← 809	← 12	← 13	← 7																																																								
← 1405	← 14	← 14	← 7																																																								

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	PM Peak Hour 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:
[Grey Rectangle] = Project Site
[X in Circle] = 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.

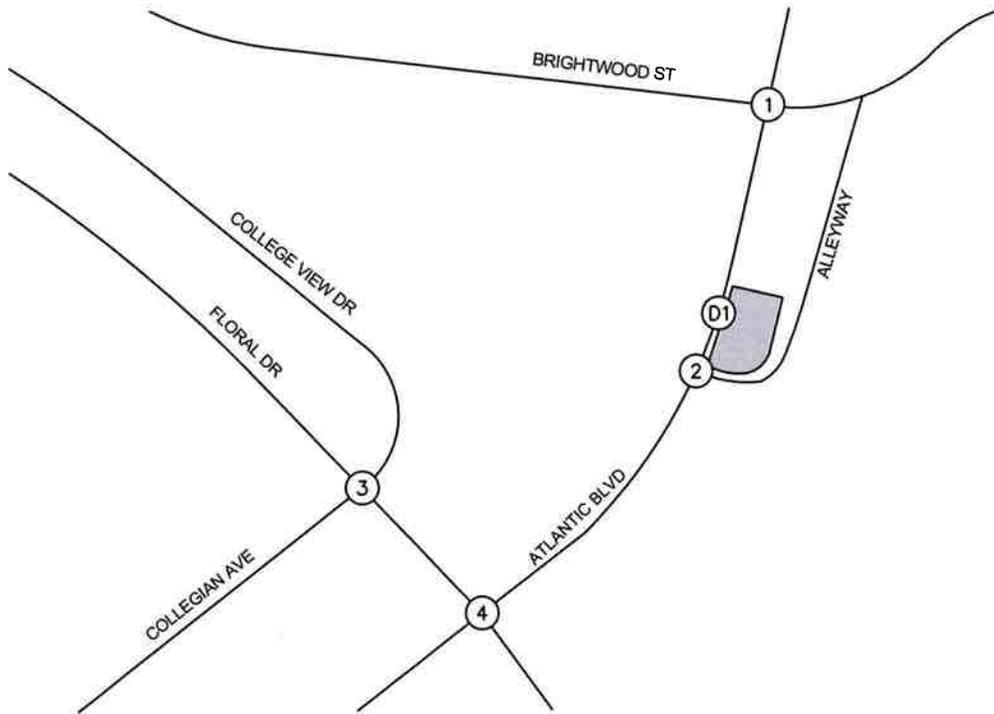
Traffic Signal Warrants

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**

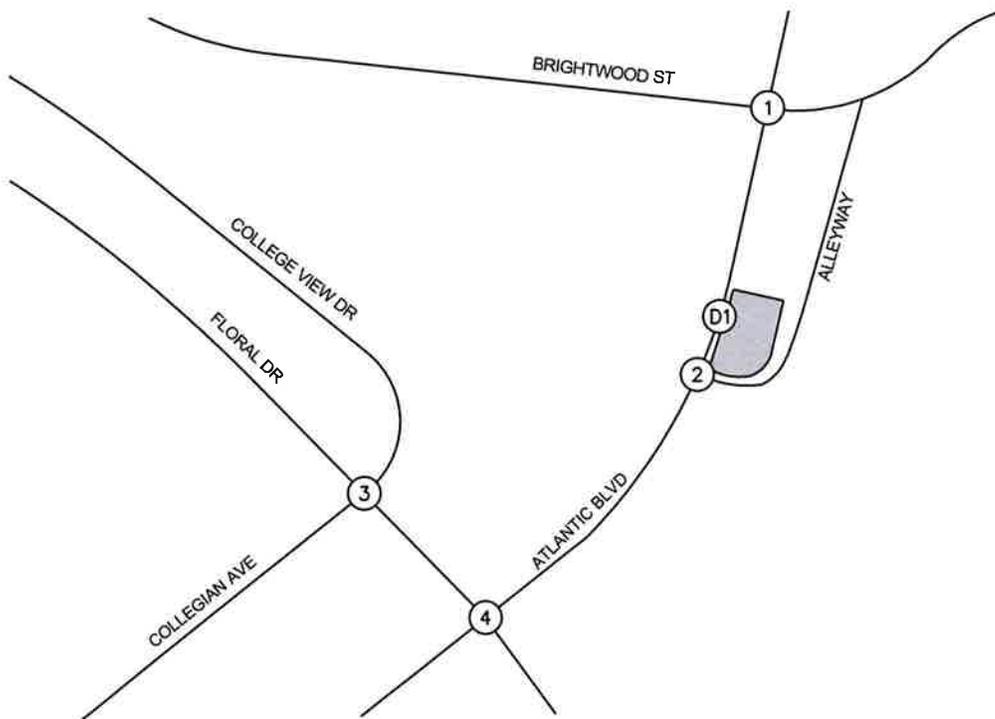
Int. #	Intersection	Traffic Control	PM Peak Hour	
			V/C / Delay	LOS
1	Atlantic Boulevard at Brightwood Street	S	0.671	B
2	Atlantic Boulevard at Alleyway	U	37.6	E
3	College View Lane/Collegian Avenue at Floral Drive	S	0.657	B
4	Atlantic Boulevard at Floral Drive	S	0.724	C

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

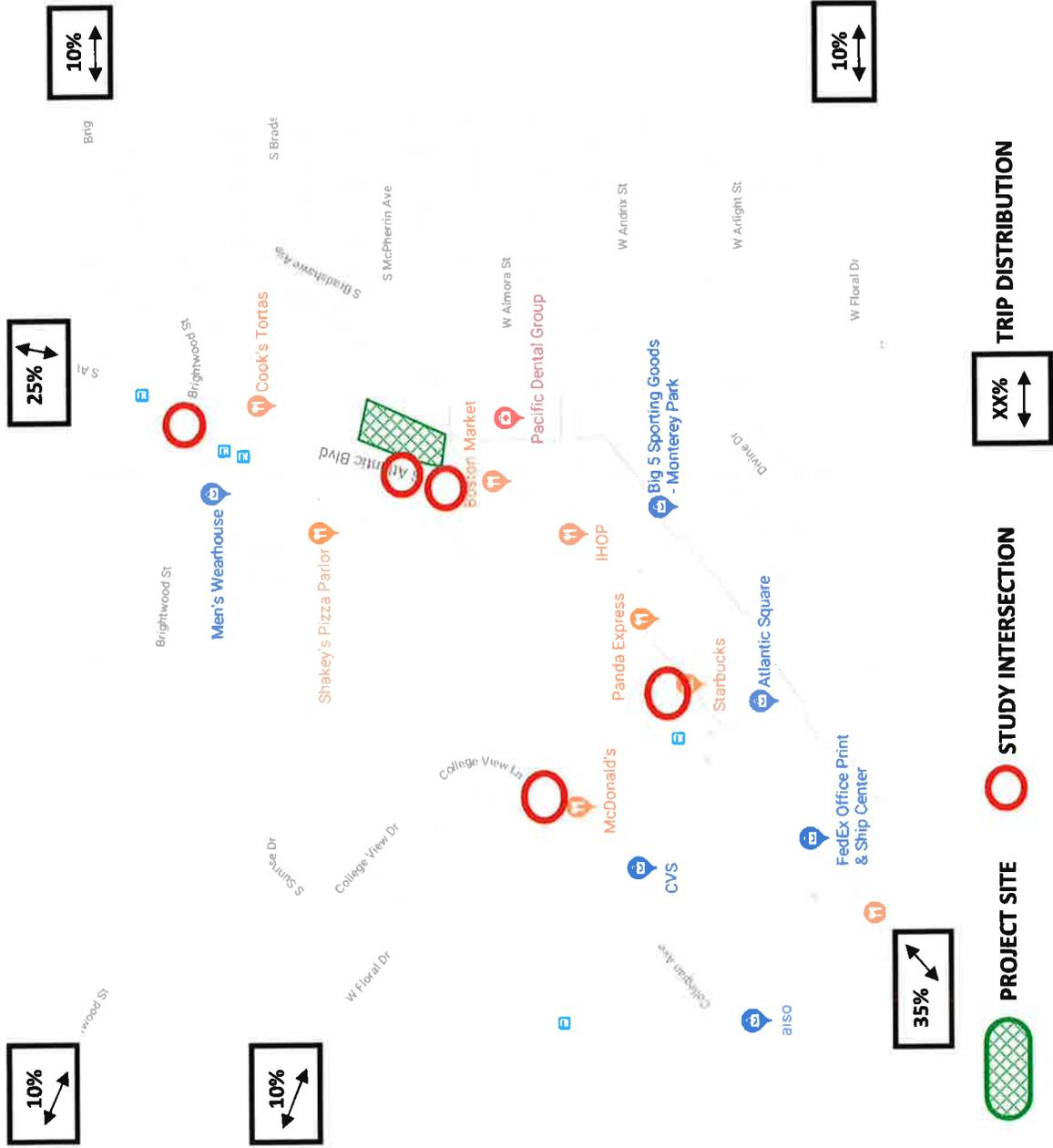
**TABLE 1
SUMMARY OF PROJECT TRIP GENERATION
MONTEREY PARK RAISING CANE'S**

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
Trip Generation Estimates						
Land Use	Quantity	Unit	Daily	PM Peak Hour		
				In	Out	Total
			Fast-Food Restaurant w/ Drive-thru	1.790	KSF	843
<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) Trip Generation Manual, 10th Edition

² Source: Institute of Transportation Engineers (ITE) Trip Generation Handbook, 3rd Edition

TRAFFIC STUDY AREA – MONTEREY PARK RAISING CANE'S PROJECT



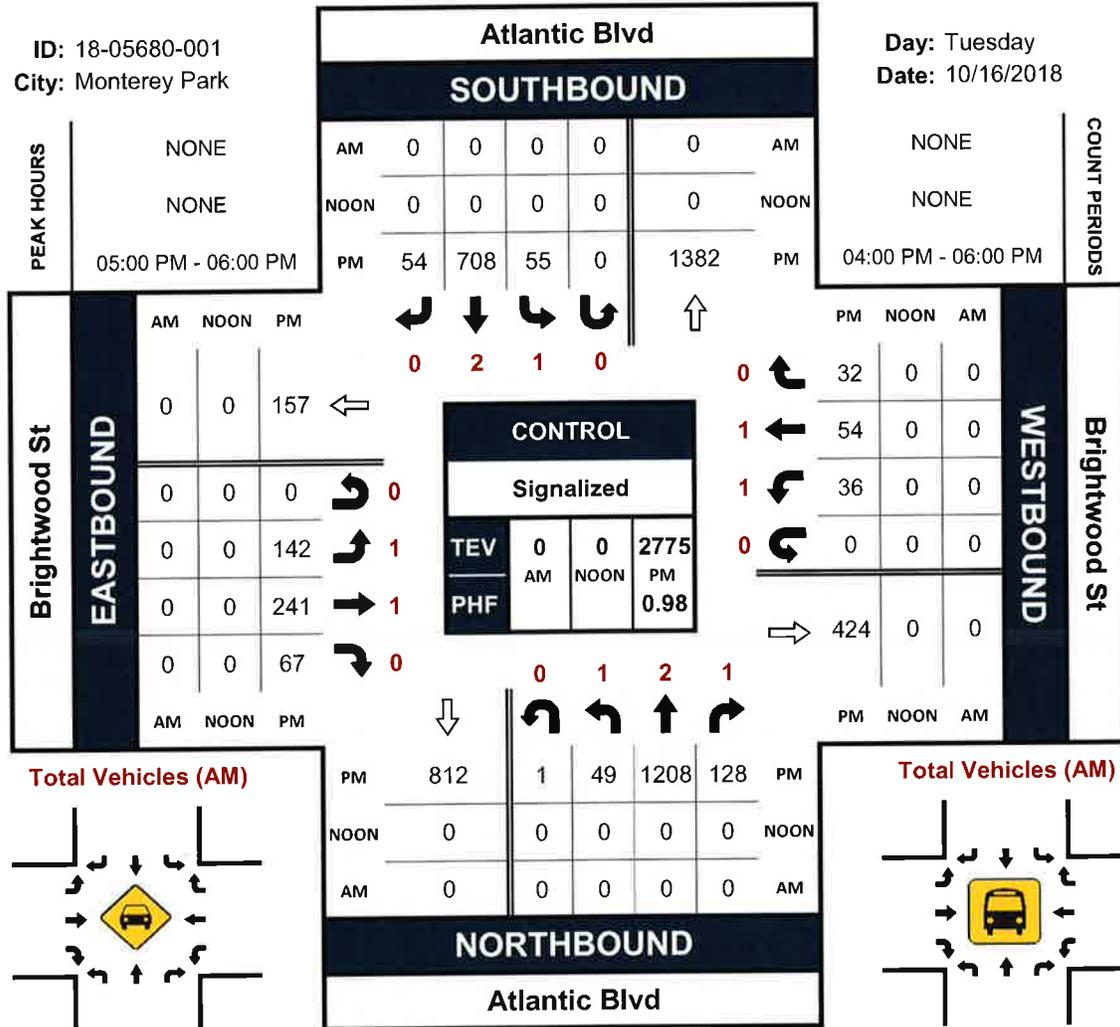
APPENDIX B
TRAFFIC DATA COLLECTION WORKSHEETS

Atlantic Blvd & Brightwood St

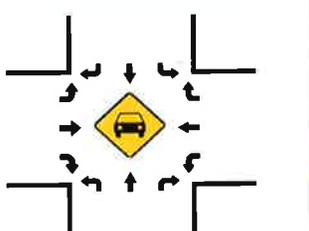
Peak Hour Turning Movement Count

ID: 18-05680-001
City: Monterey Park

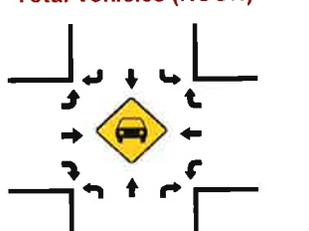
Day: Tuesday
Date: 10/16/2018



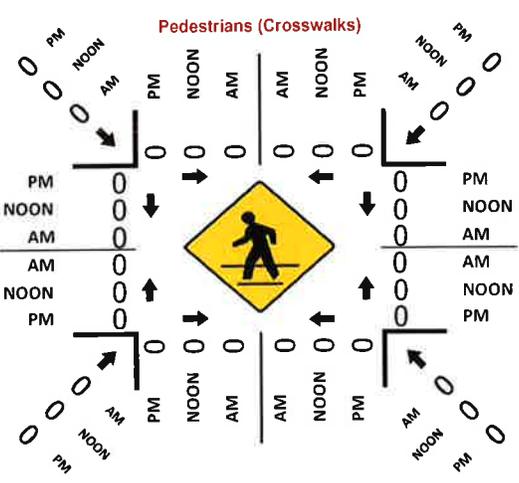
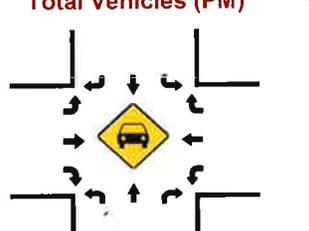
Total Vehicles (AM)



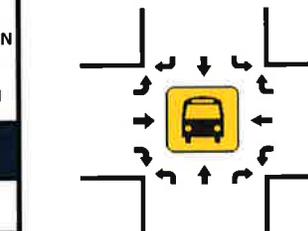
Total Vehicles (NOON)



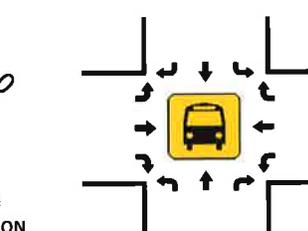
Total Vehicles (PM)



Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)



National Data & Surveying Services

Intersection Turning Movement Count

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

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

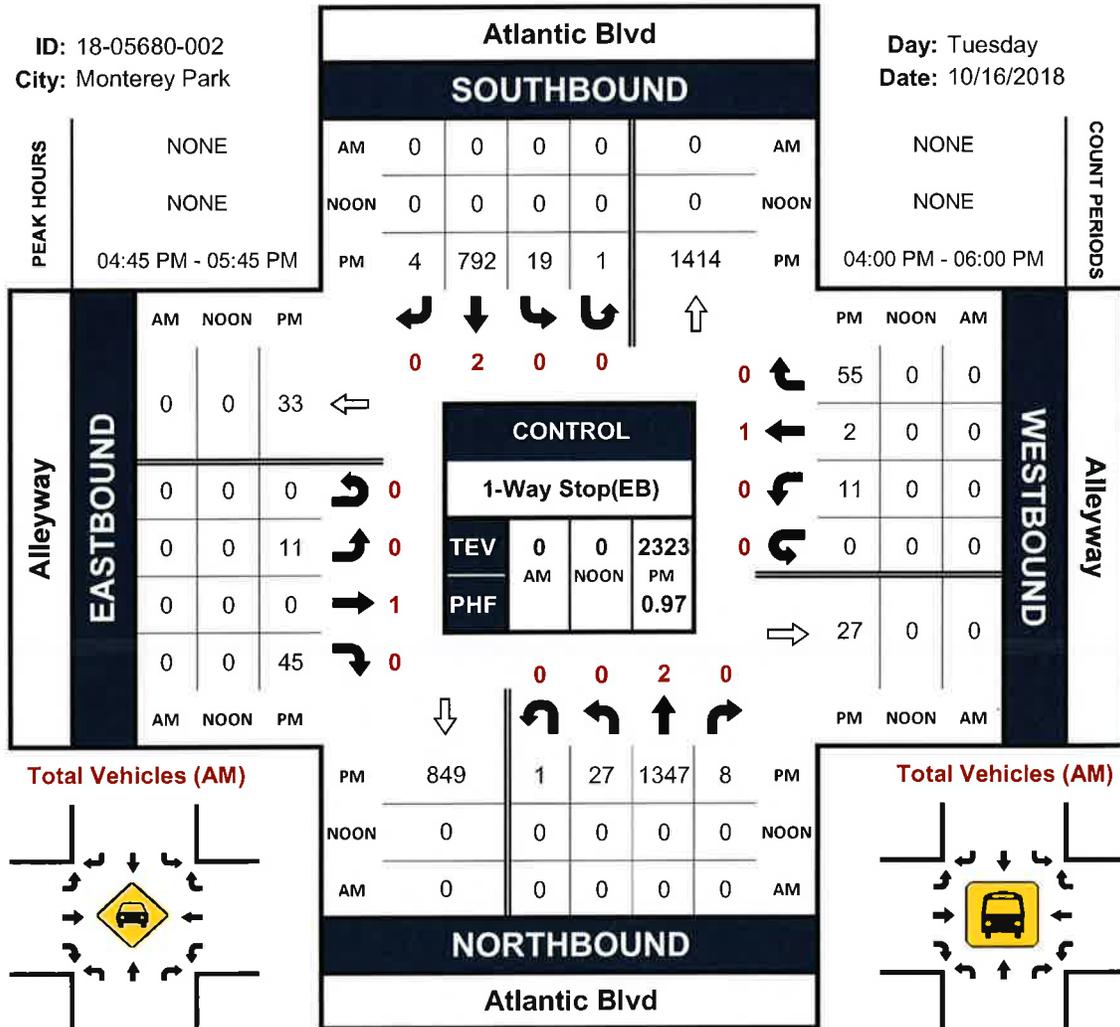
HS/EW Streets:	Atlantic Blvd												Brightwood St												Total											
	NORTHBOUND						SOUTHBOUND						EASTBOUND						WESTBOUND						SOUTHBOUND											
	1	2	NT	NR	NU	NT2	1	2	SL	SR	SU	SU2	1	ET	ER	EU	EL2	1	WT	WL	WU	WR2	0	SZL	SZU	SZ2	0	SZL	SZU	SZ2						
4:00 PM	5	224	23	0	0	0	13	178	11	0	0	0	1	35	22	0	0	1	15	13	10	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:15 PM	4	253	17	0	0	0	15	169	7	0	0	0	16	54	19	0	0	8	9	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:30 PM	7	251	21	2	0	0	12	216	15	0	0	0	42	37	17	0	0	6	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45 PM	6	256	23	1	0	0	12	214	11	0	0	0	45	34	16	0	0	6	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:00 PM	7	256	33	1	0	0	12	214	11	0	0	0	43	58	16	0	0	6	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:15 PM	15	374	33	0	1	0	19	158	7	0	0	0	38	59	18	0	0	8	12	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0		
5:30 PM	14	298	26	0	1	0	15	159	25	0	0	0	34	63	16	0	0	13	17	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:45 PM	14	296	36	0	0	0	9	157	11	0	0	0	27	53	17	0	0	9	16	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
TOTAL VOLUMES	82	2204	226	3	6	0	1489	101	0	0	0	442	468	0	0	72	101	0	0	164	207	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
ADDITIONAL VOLUMES	2.25%	5.00%	0.00%	0.12%	0.46%	0.00%	87.27%	6.13%	0.00%	0.00%	0.00%	53.50%	17.94%	0.00%	0.12%	0.00%	20.42%	42.08%	20.67%	0.00%	0.53%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%					
PEAK VOLUME	457	1205	128	1	3	0	55	708	54	0	0	142	241	67	0	0	36	54	32	0	1	0	0	0	0	0	0	0	0	0	0					
PEAK HR FACTOR	0.817	0.932	0.889	0.250	0.750	0.000	0.724	0.827	0.540	0.000	0.000	0.826	0.585	0.931	0.000	0.000	0.692	0.794	0.727	0.000	0.250	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.985						

Atlantic Blvd & Alleyway

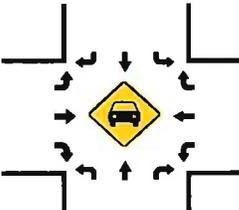
Peak Hour Turning Movement Count

ID: 18-05680-002
City: Monterey Park

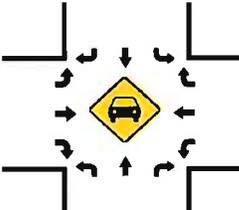
Day: Tuesday
Date: 10/16/2018



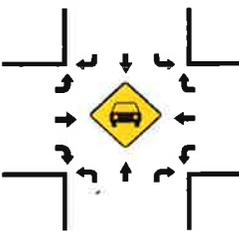
Total Vehicles (AM)



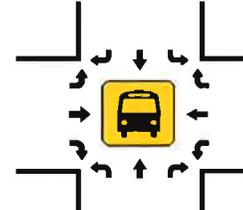
Total Vehicles (NOON)



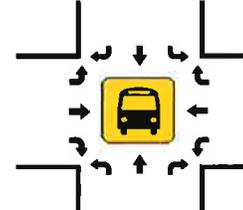
Total Vehicles (PM)



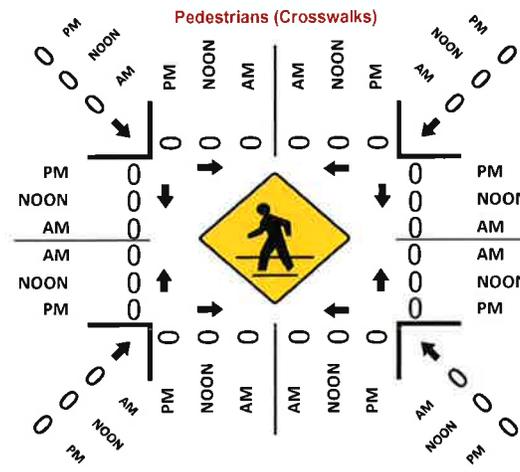
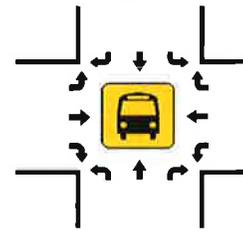
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)

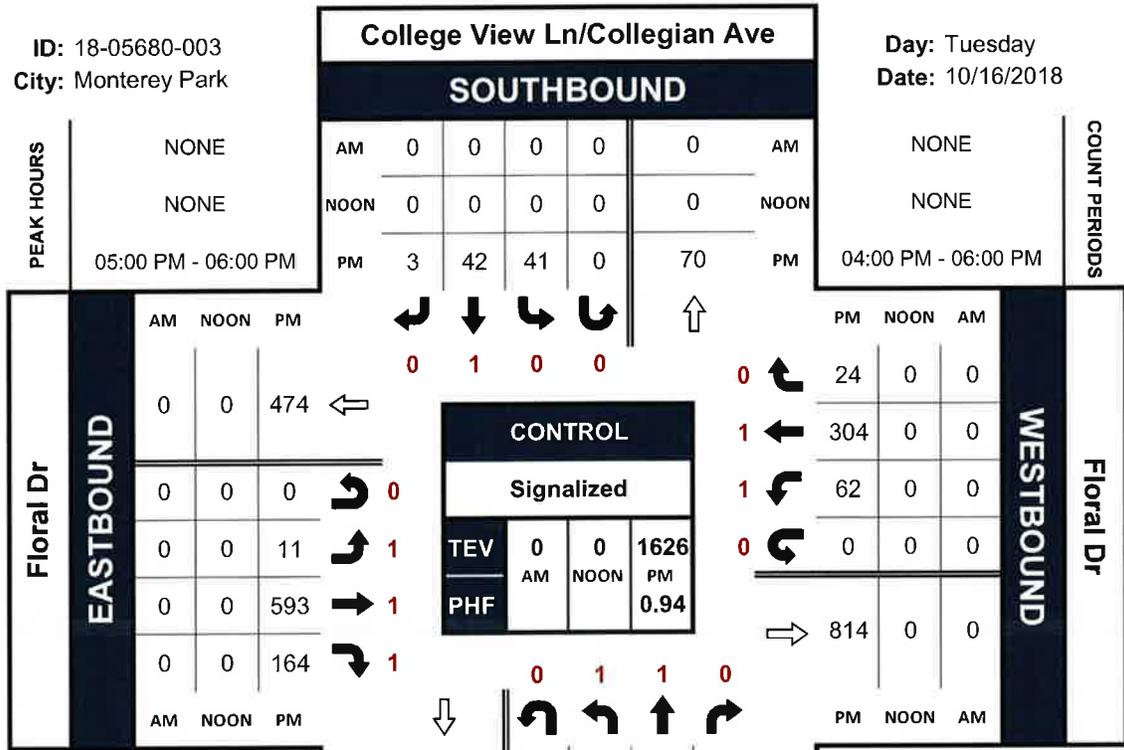


College View Ln/Collegian Ave & Floral Dr

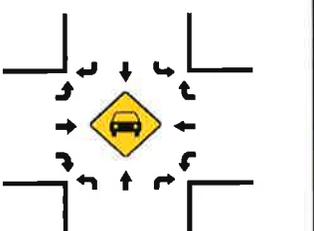
Peak Hour Turning Movement Count

ID: 18-05680-003
City: Monterey Park

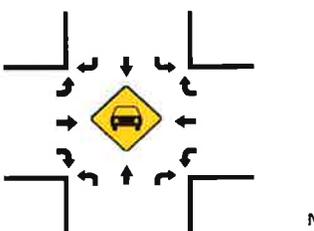
Day: Tuesday
Date: 10/16/2018



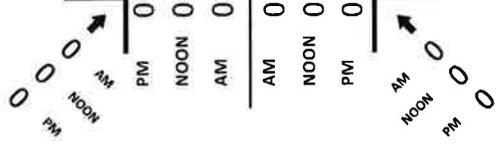
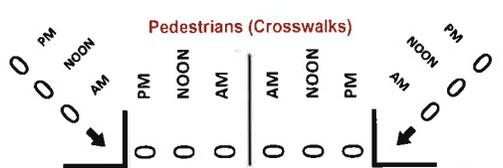
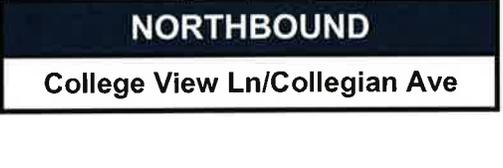
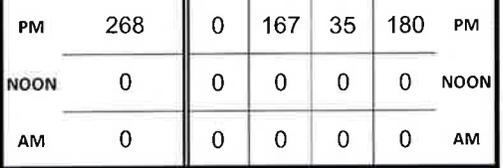
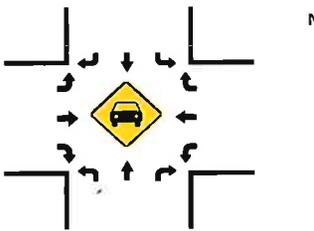
Total Vehicles (AM)



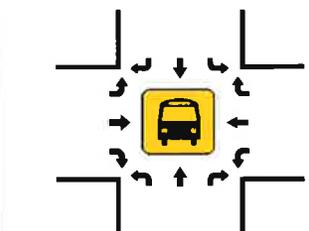
Total Vehicles (NOON)



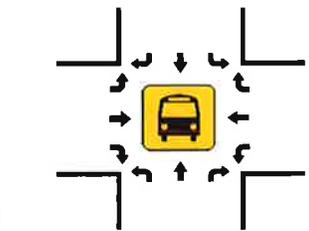
Total Vehicles (PM)



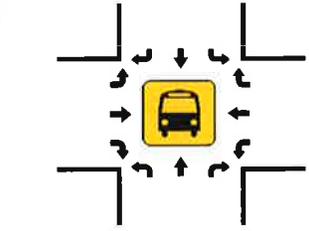
Total Vehicles (AM)



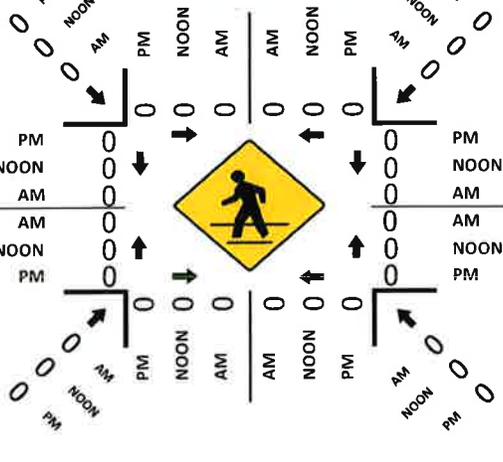
Total Vehicles (NOON)



Total Vehicles (PM)



Pedestrians (Crosswalks)



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							
	NORTHBOUND		SOUTHBOUND		SOUTHBOUND		EASTBOUND		EASTBOUND		WESTBOUND		WESTBOUND							
	1	3	NT	NR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
4:00 PM	44	198	4	1	17	198	31	0	73	38	72	0	16	18	11	0	0	0	0	721
4:15 PM	50	179	13	0	10	179	31	1	98	36	71	0	14	22	6	0	0	0	0	710
4:30 PM	42	206	14	0	17	206	33	1	62	27	73	0	22	15	10	0	0	0	0	728
4:45 PM	48	203	3	0	11	158	21	0	103	24	63	0	29	18	13	0	0	0	0	694
5:00 PM	62	230	16	1	10	220	34	0	97	27	66	0	12	19	13	0	0	0	0	807
5:15 PM	35	247	13	0	12	164	23	1	124	36	59	0	22	14	10	0	0	0	0	760
5:30 PM	50	264	11	0	8	173	36	0	88	33	70	0	15	21	3	0	0	0	0	772
5:45 PM	33	218	11	1	17	168	35	0	101	27	57	0	15	22	8	0	0	0	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 :	180	959	51	2	47	725	128	1	410	123	252	0	64	76	34	0	3052			
PEAK HR VOL :	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			
PEAK HR FACTOR :																				
							0.853				0.896				0.946					

APPENDIX C
INTERSECTION ANALYSIS WORKSHEETS

Monterey Park Raising Cane's

Vistro File: K:\...\Monterey Park_PM_CURRENT.vistro
Report File: K:\...\1 - EX PM.pdf

Scenario 1 EX PM
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	T T T			T T T			T T			T		
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:\...12 - 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
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: B
 Volume to Capacity (v/c): 0.656

Intersection Setup

Name	Atlantic Blvd			Atlantic Blvd			Brightwood St			Brightwood St		
	Northbound			Southbound			Eastbound			Westbound		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in 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		
	Left	Thru	Right									
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
 Analysis Method: HCM 2010
 Analysis Period: 15 minutes

Delay (sec / veh): 37.8
 Level Of Service: E
 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	0.05	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:\...\13 - 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									
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					T	
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
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: B
 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
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: C
 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	T T T			T T T			T T			T T		
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
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: B
 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	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
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	1.0163	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

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
Analysis Method: ICU 1
Analysis Period: 15 minutes

Delay (sec / veh): -
Level Of Service: B
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	0.00	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: 2
 MINOR STREET: Alleyway EB WB # OF APPROACH LANES: 1

CITY, STATE: Monterey Park, CA

COMMENTS: Signal Warrant Analysis - OY WP Condition

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

THRESHOLD VALUES	MAJOR ST TWO-WAY TRAFFIC		MINOR ST TRAFFIC HEAVY LEG		WARRANT 1 - Condition A, Part 1		WARRANT 1 - Condition B, Part 1		WARRANT 1 - Condition A, Part 2		WARRANT 1 - Condition B, Part 2		WARRANT 2		WARRANT 3	
	TO	FROM	TO	FROM	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	Four-Hour	Peak Hour	
06:00 AM TO 07:00 AM	0	0	0	0	600	150	0	500	75	0	480	120	0	0	0	0
07:00 AM TO 08:00 AM	0	0	0	0												
08:00 AM TO 09:00 AM	0	0	0	0												
09:00 AM TO 10:00 AM	0	0	0	0												
10:00 AM TO 11:00 AM	0	0	0	0												
11:00 AM TO 12:00 PM	0	0	0	0												
12:00 PM TO 01:00 PM	0	0	0	0												
01:00 PM TO 02:00 PM	0	0	0	0												
02:00 PM TO 03:00 PM	0	0	0	0												
03:00 PM TO 04:00 PM	0	0	0	0												
04:00 PM TO 05:00 PM	0	0	0	0												
05:00 PM TO 06:00 PM	2,256	0	74	0				Y			Y			Y		Y
06:00 PM TO 07:00 PM	0	0	0	0												
07:00 PM TO 08:00 PM	0	0	0	0												
08:00 PM TO 09:00 PM	0	0	0	0												
09:00 PM TO 10:00 PM	0	0	0	0												
	2,256	74			1	0	0	1	0	0	1	0	0	1	1	0
	8 HOURS NEEDED		8 HOURS NEEDED		8 HOURS NEEDED		8 HOURS NEEDED		8 HOURS NEEDED for both Condition A & B		8 HOURS NEEDED		4 HRS NEEDED		1 HR NEEDED	
	NOT SATISFIED		NOT SATISFIED		NOT SATISFIED		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: 2
 MINOR STREET: Proj DWY EB WB # OF APPROACH LANES: 1

CITY, STATE: Monterey Park, CA
 COMMENTS: Signal Warrant Analysis - OY WP Condition

N
N

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

THRESHOLD VALUES	MAJOR ST TWO-WAY TRAFFIC		MINOR ST TRAFFIC HEAVY LEG		WARRANT 1 - Condition A, Part 1		WARRANT 1 - Condition B, Part 1		WARRANT 1 - Condition A, Part 2		WARRANT 1 - Condition B, Part 2		WARRANT 2		WARRANT 3	
	TO	FROM	TO	FROM	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	Four-Hour	Peak Hour	
06:00 AM TO 07:00 AM	0	0	0	0	300	75		480	120		720	60				
07:00 AM TO 08:00 AM	0	0	0	0												
08:00 AM TO 09:00 AM	0	0	0	0												
09:00 AM TO 10:00 AM	0	0	0	0												
10:00 AM TO 11:00 AM	0	0	0	0												
11:00 AM TO 12:00 PM	0	0	0	0												
12:00 PM TO 01:00 PM	0	0	0	0												
01:00 PM TO 02:00 PM	0	0	0	0												
02:00 PM TO 03:00 PM	0	0	0	0												
03:00 PM TO 04:00 PM	0	0	0	0												
04:00 PM TO 05:00 PM	0	0	0	0												
05:00 PM TO 06:00 PM	2,318	20	0	0	Y			Y			Y					
06:00 PM TO 07:00 PM	0	0	0	0												
07:00 PM TO 08:00 PM	0	0	0	0												
08:00 PM TO 09:00 PM	0	0	0	0												
09:00 PM TO 10:00 PM	0	0	0	0												
TOTAL	2,318	20			1	0	0	1	0	0	1	0	0	0	0	0
					8 HOURS NEEDED		8 HOURS NEEDED		8 HOURS NEEDED for both Condition A & B		8 HOURS NEEDED		4 HRS NEEDED		1 HR NEEDED	
					NOT SATISFIED		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 by-passed, thereby not holding up the entire drive-through line.

With the added efficiency of having two order boards and the ability to by-pass customers taking a longer-than-average time to order at the other order board, the service rate would increase, compared to a single 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

Saturday Queue
Orange Raising Cane's

Project: 18-1161
City: Orange

Date: 8/18/2018
Day: Saturday

12:00 PM - 2:30 PM

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

7:00PM - 9:30 PM

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

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

Saturday Queue
Orange Raising Cane's

Project: 18-1161
 City: Orange

Date: 8/18/2018
 Day: Saturday

12:00 PM - 2:30 PM

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

7:00PM - 9:30 PM

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

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

Queue Study

Project: 11066 Magnolia Ave Riverside
 City: Riverside,CA

Date: 3/27/2019
 Day: Wednesday

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

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

Project: 11066 Magnolia Ave Riverside
 City: Riverside,CA

Date: 3/27/2019
 Day: Wednesday

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

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

Project: 11066 Magnolia Ave Riverside
 City: Riverside, CA

Date: 3/27/2019
 Day: Wednesday

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

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

Queue Study

Project: 11066 Magnolia Ave Riverside
City: Riverside, CA

Date: 3/30/2019
Day: Saturday

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

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

Project: 11066 Magnolia Ave Riverside
 City: Riverside, CA

Date: 3/30/2019
 Day: Saturday

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

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

Project: 11066 Magnolia Ave Riverside
 City: Riverside, CA

Date: 3/30/2019
 Day: Saturday

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

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

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

ATTACHMENT 4

Planning Commission Staff Report dated March 10, 2020



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(1)(5)). Lastly, the drive-throughs will be intersected by a clearly visible pedestrian walkway (see MPMC § 21.10.040(1)(3)).

Pursuant to MPMC § 21.10.040(1)(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(1)(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(1)(3), (4) & (8)). MPMC § 21.10.040(1)(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(1)(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.

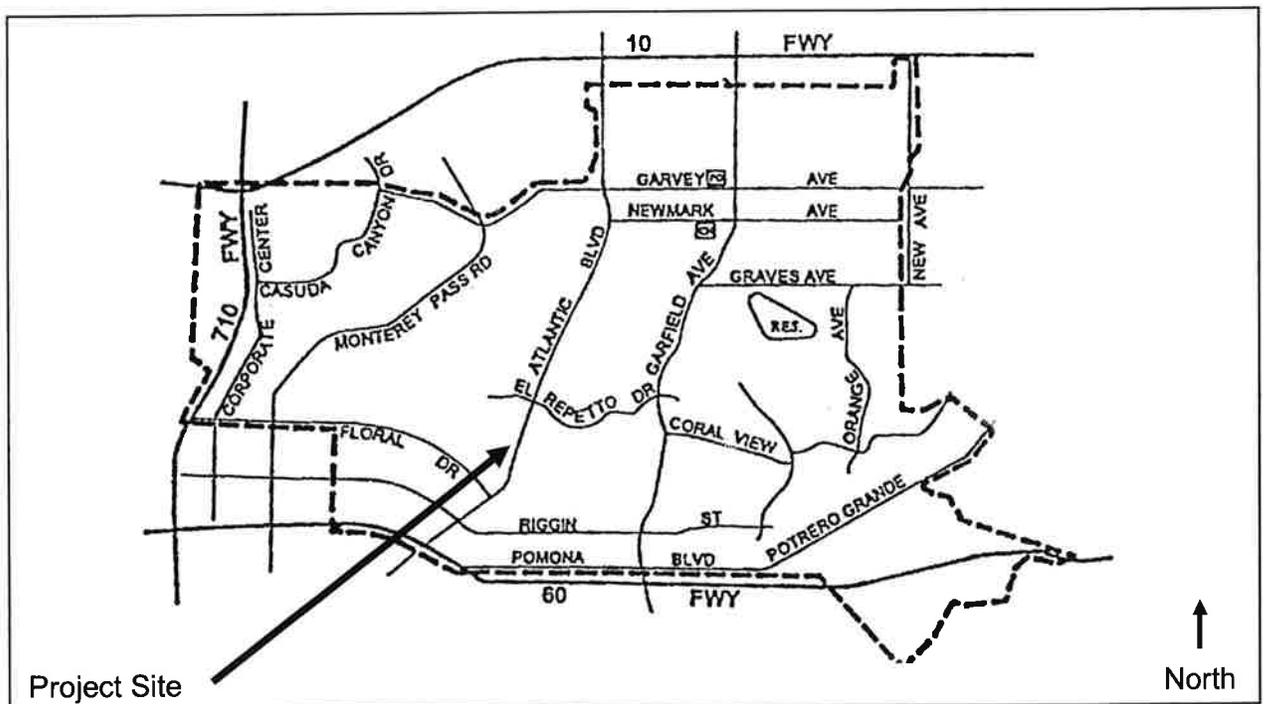
¹ Assuming the Project did not include a drive-through component, the proposed parking spaces, driveway aisle, and building would be allowed to abut the front property line. In fact, all the other commercial properties along Atlantic Boulevard have parking spaces, driveway aisles, and buildings that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

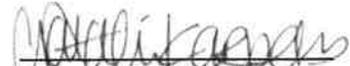
Staff Report
March 10, 2020
Page 6

Prepared by:



Samantha Tewart
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

**PLANNING COMMISSION
RESOLUTION NO.
PAGE 2 OF 6**

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

**PLANNING COMMISSION
RESOLUTION NO.
PAGE 3 OF 6**

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;

**PLANNING COMMISSION
RESOLUTION NO.
PAGE 4 OF 6**

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

**PLANNING COMMISSION
RESOLUTION NO.
PAGE 5 OF 6**

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

**PLANNING COMMISSION
RESOLUTION NO.
PAGE 6 OF 6**

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.

**PLANNING COMMISSION
RESOLUTION NO.**

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.

**PLANNING COMMISSION
RESOLUTION NO.**

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.

**PLANNING COMMISSION
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.

**PLANNING COMMISSION
RESOLUTION NO.**

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

**PLANNING COMMISSION
RESOLUTION NO.**

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

ATTACHMENT 5

Planning Commission Minutes dated March 10, 2020

**UNOFFICIAL MINUTES
MONTEREY PARK PLANNING COMMISSION
REGULAR MEETING
MARCH 10, 2020**

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, March 10, 2020 at 7:00 p.m.

CALL TO ORDER:

Chairperson Eric Brossy de Dios called the Planning Commission meeting to order at 7:00 p.m.

ROLL CALL:

Senior Planner Tewasart called the roll:

Board Members Present: Eric Brossy De Dios, Antonio Salazar, and Delario Robinson

Board Members Absent: Ricky Choi and Theresa Amador

ALSO PRESENT: Natalie C. Karpeles, Deputy City Attorney, Mark A. McAvoy, Public Works Director/City Engineer/City Planner, and Samantha Tewasart, Senior Planner

AGENDA ADDITIONS, DELETIONS, CHANGES AND ADOPTIONS: None

ORAL AND WRITTEN COMMUNICATIONS:

[1.] **PRESENTATIONS:** None

[2.] **CONSENT CALENDAR:** None

2-A APPROVAL OF MINUTES

July 23, 2019

Action Taken: The Planning Commission approved the minutes from the regular meeting of July 23, 2019

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

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

Noes: Commissioners: None

Absent: Commissioners: Choi and Amador

Abstain: Commissioners: None

[3.] PUBLIC HEARING:

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

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

Senior Planner Tewasart provided a brief summary of the staff report.

Commissioner Robinson inquired about the required code amendment. Attorney Karpeles replied that the amendment will be to the 25-foot setback requirement should the Planning Commission direct staff that such an amendment is necessary. Condition number 6 contemplates that an amendment would need to be processed in order for the project to be approved.

Commissioner Salazar inquired how long the service station was vacant before being demolished. Senior Planner Tewasart replied that staff did not have the information.

Chairperson Brossy de Dios inquired about the term ultimate curb face. Director McAvoy replied that it would mean whether there was a dedication involved.

Chairperson Brossy de Dios inquired if the only way to modify this item was an amendment as opposed to a variance. Attorney Karpeles replied that the findings for a variance are particular and very specific. A variance is only granted under very extremely limited circumstances where a property cannot be developed without some type of relief from the requirements in the municipal code. In this instance the applicant has not opted for a variance rather they have opted to hope for a future code amendment with regard to the setback requirement.

Director McAvoy stated that is not how a project would be conditioned however staff has been working on some updates to the zoning code, which was held off because of the update to the Land Use Element. In the event that the Land Use Element was approved by the voters, the updates would incorporate the changes contemplated by the Land Use Element. There are plans to bring forward some minor text amendments to the zoning code. Chairperson Brossy de Dios inquired if such a revision is currently being contemplated. Director McAvoy replied yes as well updates to some of the parking standards.

Chairperson Brossy de Dios inquired if staff has studied some of the potential impact. Director McAvoy replied not yet until the County certifies the election results and then the amendments will come before the Commission sometime in the summer period.

Chairperson Brossy de Dios inquired if there are any other drive-throughs on Atlantic Boulevard. Senior Planner Tewasart replied off Collegian there is a McDonald's, Taco Bell, and Carl's Jr.

Chairperson Brossy de Dios inquired about the mechanical equipment screening. Attorney Karpeles replied that condition number 15 addresses noise and that all code requirements must be adhered to. Senior Planner Tewasart replied that when there are elevation

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

differences, properties on the higher elevation typically see rooftops. However, from the street view, all roof mounted mechanical equipment will be screened.

Chairperson Brossy de Dios opened the public hearing.

Applicant, Kristen Roberts, 6800 Bishop Road, Plano, Texas 75024, provided a brief presentation and was present for questions.

Commissioner Salazar inquired if the hours are similar as other stores such as the one in Pico Rivera. Applicant Roberts replied yes, those are standard California operating hours. Commissioner Salazar inquired about security. Applicant Roberts replied that discussions have already been had with the Police Chief. On the weekends security is already provided. Attorney Karpeles stated that condition number 43 addresses security.

Commissioner Salazar inquired about the restroom availability. Applicant Roberts replied that restrooms will be provided and made available.

Chairperson Brossy de Dios inquired about the use of the corral area. Applicant Roberts replied that it functions as a delivery receiving area and space where boxes are broken down. There is no activity or use after dark.

Chairperson Brossy de Dios inquired about the queuing space. Director McAvoy replied that the six spaces are split between the two drive-through lanes. Both lanes will accommodate seven vehicles.

Engineer Lucas Teani, P.E., 765 The City Drive Suite 200 Orange, CA 92868, replied that the queuing analysis was conducted from the pick-up window to the beginning of the drive-through queue. Chairperson Brossy de Dios inquired about the queuing analysis, the five percent chance of the queue exceeding the 17 spaces, and the number maximum anticipated. Engineer Teani replied that based on existing stores, the maximum number anticipated was 17 spaces during peak hours. The five percent exceedance probability is a degree of exceeding 17 spaces. The average of the analysis of existing stores was 15 spaces and more than the average will be provided.

Chairperson Brossy de Dios stated that the level of service was E at the alley and Atlantic, assuming that some of the cars were diverting to the alley, some of them were exiting through the driveway. Engineer Teani replied yes. Chairperson Brossy de Dios inquired that with the drive lane terminating directly adjacent the exit path, if the alley is anticipating a level of service of E, is a level of service E anticipated at the driveway as well. Engineer Teani replied that it is not expected. There is either a level of service E at the driveway or the alley, all the traffic flow was concentrated to one point. If they are split, it is anticipated to be less.

Chairperson Brossy de Dios stated that if one car is waiting to exit, it is potentially blocking the exit of the drive-through aisle. Engineer Teani replied that is why the analysis is focused on vehicles coming out from the alleyway. Traffic flow on-site is controlled by the operations team. The operations team works diligently on making sure that traffic flows through the

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

site and is not impacted especially as they are trying to speed up service and serve more customers at a faster rate; it is important that the exit is not blocked and that is why the focus on traffic flow was through the alleyway. Director McAvoy added that condition number 26 requires a traffic management plan.

Chairperson Brossy de Dios inquired about screening the restroom. Applicant Roberts replied that it can be addressed with an architectural feature, but they are going to be cognizant of the extent of the screening from a security reason and providing areas for people to hide behind.

Speaker Raphael Casillas, 1973 Bradshaw Avenue, Monterey Park, stated that he is a 27 year resident of Monterey Park and a registered civil engineer with over 30-years of experience working for local municipalities in the San Gabriel Valley as well as the Gateway COG and SGV COG. The project does not meet the development standards. The project has many deficiencies and requires a code amendment. It creates many public nuisances as defined by the codes. The project failed to meet the findings such as noise, outdoor activities, speaker box from the menu board, the roof mounted equipment, car radios, and the hours of operations are not consistent with the residential or commercial areas. The Atlantic Square center is closed by 9:00 p.m. Traffic collisions occur between Brightwood and Floral from vehicles turning in and out. At minimum left-turn movements should be restricted in and out both entrances, and on-site circulation is bad and will block vehicles from getting out. There will be high levels of emissions from idling vehicles and orders.

Speaker Gina Casillas, 1973 Bradshaw Avenue, Monterey Park, stated that she is a city planner and has processed land use entitlements and evaluated projects for compliance with the California Environmental Quality Act. Drive-throughs should not be located adjacent to residential areas. All drive-throughs should be located within a contained shopping center. She has lived in her residence for over 30 years. Her house fronts on Bradshaw Avenue and her rear yard overlooks Atlantic Boulevard. She expressed concerns about noise from the speaker box, car radios, outdoor dining area, and construction, traffic, and air quality from vehicle emissions. She stated that a code amendment does not provide a solution for tonight's vote.

Chairperson Brossy de Dios inquired about the hours of operations. Applicant Roberts replied that those are the standard California operating hours, but that is up to the discretion of the Planning Commission. She stated that the speaker boxes are turned down at 10:00 p.m. Chairperson Brossy de Dios inquired if it would be feasible to restrict the left-turn. Applicant Roberts replied that if it is a requirement of the City. Attorney Karpeles clarified that the noise limit between 7:00 a.m. and 10:00 p.m. is 65 and 10:00 p.m. to 7:00 a.m. is 55.

Chairperson Brossy de Dios closed the public hearing.

Commissioner Robinson stated that the State of California is requiring the City to plan for 5,000 homes, so the city will be expanding and there will be growing pains. There has to be adjustability and be expansive and broad in our thinking and acceptability.

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

Commissioner Salazar stated that he remembers Atlantic Square, the gas station, and Paul's Kitchen and those places were always full and things have been slowly dying. He respects the Casillas' concerns because in many respects it has become a ghost town. In order for the City to survive there needs to be revenue and businesses that cater to the surrounding areas and that would be East LA College and the youth that is there. This is a business that would do well at that location. He hopes Raising Canes will take into consideration their neighbors and make adjustments if need be to address those concerns and serve the community together.

Chairperson Brossy de Dios stated that he feels the application is premature to be put before the Commission in its current state given the state of the municipal code. He is not accustomed to granting conditional use permits in conflict with the code as it is currently set and they are not in the position to make an exception to that. Once the code is amended it may be something to consider as a re-submittal. He is also concerned with the traffic flow on-site and the potential conflict with the drive aisle. The ability of a car to exit and make a left hand turn onto Atlantic is highly constrained. The hours requested is also a concern and are rather unusual.

Action Taken: Motion to adopt **Resolution No. 01-20** approving Conditional Use Permit (CU-19-13) to allow a retail eating establishment with a drive-through in the S-C (Shopping Center) Zone failed.

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

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

Deputy City Attorney Natalie C. Karpeles advised that, due to the absence of Commissioners Choi and Amador, the motion cannot pass without unanimous approval from the three presiding Commissioners

[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 8:23 p.m.

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

Next regular scheduled meeting on March 24, 2020 at 7:00 p.m. in the Council Chambers.

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

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