



CITY OF SANTA FE SPRINGS
ADJOURNED MEETING OF THE PLANNING COMMISSION
MONDAY, DECEMBER 18, 2023
AT 6:00 P.M.

CITY HALL COUNCIL CHAMBERS
11710 TELEGRAPH ROAD
SANTA FE SPRINGS, CA 90670

PLANNING COMMISSION

Francis Carbajal, Chairperson
David Ayala, Vice Chairperson
Joseph Flores, Commissioner
Gabriel Jimenez, Commissioner
John Mora, Commissioner

PLANNING DIRECTOR

Wayne M. Morrell

CITY ATTORNEY

Russell I. Miyahira

CITY STAFF

Assistant Director of Planning
Senior Planner
Associate Planner
Associate Planner
Planning Intern
Planning Intern
Planning Consultant
Planning Consultant
Planning Secretary

Cuong Nguyen
Vince Velasco
Jimmy Wong
Claudia Jimenez
Rudy Lopez
Pablo Castilla
Laurel Reimer
Alejandro De Loera
Teresa Cavallo

NOTICES

Public Comment: The public is encouraged to address Planning Commission on any matter listed on the agenda or on any other matter within its jurisdiction. If you wish to address the Planning Commission, please use the "Raise Hand" function via Zoom once the Chairperson opens Public Comment during the meeting. You may also submit comments in writing by sending them to the Planning Secretary's Office at teresacavallo@santafesprings.org. All written comments received by 12:00 p.m. the day of the Planning Commission Meeting will be distributed to the Planning Commission and made a part of the official record of the meeting. Written comments will not be read at the meeting, only the name of the person submitting the comment will be announced.

Pursuant to provisions of the Brown Act, no action may be taken on a matter unless it is listed on the agenda, or unless certain emergency or special circumstances exist. The Planning Commission may direct staff to investigate and/or schedule certain matters for consideration at a future Planning Commission meeting.

Americans with Disabilities Act: In compliance with the ADA, if you need special assistance to participate in a City meeting or other services offered by this City, please contact the Planning Secretary's Office. Notification of at least 48 hours prior to the meeting or time when services are needed will assist the City staff in assuring that reasonable arrangements can be made to provide accessibility to the meeting or service.

SB 1439: Effective January 1, 2023 Planning Commission Members are subject to SB 1439 and cannot participate in certain decisions for a year after accepting campaign contributions of more than \$250 from an interested person. The Planning Commission would need to disclose the donation and abstain from voting.

Please Note: Staff reports, and supplemental attachments, are available for inspection at the office of the Planning Secretary, City Hall, 11710 E. Telegraph Road during regular business hours 7:30 a.m.-5:30 p.m., Monday-Thursday and every other Friday. Telephone: (562) 868-0511.

You may attend the Planning Commission meeting telephonically or electronically using the following means:

Electronically using Zoom: Go to [Zoom.us](https://zoom.us) and click on "Join A Meeting" or use the following link:

<https://zoom.us/j/558333944?pwd=b0FqbKv2aDZneVRnQ3BjYU12SmJlQT09>

Zoom Meeting ID: 558 333 944

Password: 554545

Telephonically: Dial: 888-475-4499

Meeting ID: 558 333 944

CALL TO ORDER

ROLL CALL

PLEDGE OF ALLEGIANCE

EX PARTE COMMUNICATIONS

PRESENTATIONS

1. **CITYWIDE PHOTO CONTEST – PLANNING COMMISSION SELECTIONS**

RECOMMENDATION: That the Planning Commission:

- 1) Review all photo entries; and
- 2) Select the top photo entry from each of the three categories based on originality and how well each image, within their respective category, captures the vibrancy, vitality, and livability of the City.

PUBLIC COMMENTS ON NON-AGENDA AND AGENDA ITEMS

At this time, the general public may address the Planning Commission on both non-agenda and agenda items. Please be aware that the maximum time allotted for members of the public to speak shall not exceed three (3) minutes per speaker. State Law prohibits the Planning Commission from taking action or entertaining extended discussion on a topic not listed on the agenda. Please show courtesy to others and direct all of your comments to the Chairperson.

STAFF COMMUNICATIONS ON ITEMS OF COMMUNITY INTEREST

PUBLIC HEARING

2. **PUBLIC HEARING FOR ALCOHOL SALES CONDITIONAL USE PERMIT CASE NO. 87 AND ADOPTION OF RESOLUTION NO. 253-2023: A REQUEST TO ALLOW THE OPERATION AND MAINTENANCE OF THE STORAGE, WHOLESALE SALES, AND DISTRIBUTION OF ALCOHOL BEVERAGES.**

RECOMMENDATION: That the Planning Commission:

- 1) Open the Public Hearing and receive the written and oral report and any comments from the public regarding Alcohol Sales Conditional Use Permit (ASCUP) Case No. 87, and thereafter, close the Public Hearing; and
- 2) Find that the applicant's ASCUP request meets the criteria set forth in §155.628 and §155.716 of the City's Zoning Ordinance, for the granting of a Conditional Use Permit; and
- 3) Find and determine that pursuant to §15301, Class 1 (Existing Facility) of the California Environmental Quality Act (CEQA), the project Categorically Exempt; and

- 4) Recommend to the City Council the approval of Alcohol Sales Conditional Use Permit Case No. 87 subject to the conditions of approval as contained within Resolution No. 253-2023; and
 - 5) Adopt Resolution No. 253-2023, which incorporates the Planning Commission's findings and actions regarding this matter.
3. **PUBLIC HEARING – LOT LINE ADJUSTMENT (“LLA”) NO. 2023-02, DEVELOPMENT PLAN APPROVAL (“DPA”) CASE NO. 1004, AND CONDITIONAL USE PERMIT (“CUP”) CASE NO. 841 – TO ALLOW THE CONSOLIDATION OF THE TWO (2) EXISTING PARCELS THAT MAKE UP THE SUBJECT PROPERTY, MEASURING ±1.43 ACRES AND ±0.74 ACRES, INTO A SINGLE PARCEL, MEASURING ±2.17 ACRES, TO ALLOW THE CONSTRUCTION OF A NEW ±2,899 SQ. FT. DRIVE-THROUGH RESTAURANT AND ASSOCIATED IMPROVEMENTS, AND TO ALLOW FOR THE ESTABLISHMENT, OPERATION, AND MAINTENANCE OF A NEW ±2,899 SQ. FT. DRIVE-THROUGH RESTAURANT USE AT 12607 AND 12623 IMPERIAL HIGHWAY, WITHIN THE MU-TOD, MIXED-USE – TRANSIT-ORIENTED DEVELOPMENT, ZONE AND ADOPTING A NOTICE OF EXEMPTION UNDER CEQA SECTION 15302 (REPLACEMENT OR RECONSTRUCTION) (JAY HIGGINS ON BEHALF OF RAISING CANE’S)**

RECOMMENDATION: That the Planning Commission:

- 1) Open the Public Hearing and receive the written and oral staff report and any comments from the public regarding LLA No. 2023-02, DPA Case No. 1004, and CUP Case No. 841, and thereafter, close the Public Hearing; and
- 2) Find and determine that the proposed use will not be detrimental to persons or properties in the surrounding area or to the City in general, and will be in conformance with the overall purpose and objective of the Zoning Ordinance and consistent with the goals, policies and programs of the City's General Plan; and
- 3) Find that the applicant's LLA request meets the standards set forth in Sections 66412 of the Subdivision Map Act for the granting of a lot line adjustment; and
- 4) Find that the applicant's DPA request meet the criteria set forth in §155.739 of the City's Zoning Ordinance, for the granting of a Development Plan Approval; and
- 5) Find that the applicant's CUP request meets the criteria set forth in §155.716 of the City's Zoning Ordinance, for the granting of a Conditional Use Permit; and
- 6) Find and determine that pursuant to Section 15302, Class 2 (Replacement or Reconstruction) of the California Environmental Quality Act (CEQA), the project is Categorically Exempt; and
- 7) Approve LLA No. 2023-02, DPA 1004, and CUP 841, subject to the conditions of approval as contained within Resolution No. 254-2023; and
- 8) Adopt Resolution No. 254-2023, which incorporates the Planning Commission's findings and actions regarding this matter; and
- 9) Take such additional, related action that may be desirable.

CONSENT CALENDAR

All matters listed under the Consent Calendar are considered to be routine. Any items a Planning Commissioner wishes to discuss should be designated at this time. All other items may be approved in a single motion. Such approval will also waive the reading of any ordinance.

4. MINUTES OF THE APRIL 10, 2023 REGULAR PLANNING COMMISSION MEETING

RECOMMENDATION: That the Planning Commission:

It is recommended that the Planning Commission:

- 1) Approve the minutes as submitted.

5. CONDITIONAL USE PERMIT (“CUP”) CASE NO. 194-11 - A COMPLIANCE REVIEW OF A CONTRACTOR’S STORAGE YARD OF VACUUM TRUCKS FOR A SEPTIC TANK CLEANING BUSINESS AT 14018 CARMENITA ROAD, WITHIN THE M-1, LIGHT MANUFACTURING, ZONE. (ROBERTS LIQUID DISPOSAL)

RECOMMENDATION: That the Planning Commission:

- 1) Find that the continued operation and maintenance of a contractor’s storage yard of vacuum trucks for a septic tank cleaning business, if conducted in strict compliance with the conditions of approval, will be harmonious with adjoining properties and surrounding uses in the area and will be in conformance with the overall purposes and objectives of the City’s Zoning Ordinance and consistent with the goals, policies, and programs of the City’s General Plan; and
- 2) Require that CUP Case No. 194-11 be subject to a compliance review in ten (10) years on, or before, November 13, 2033, to ensure that the use is still operating in strict compliance with the conditions of approval as contained within this staff report.
- 3) Take such additional, relation action that may be desirable.

6. CONDITIONAL USE PERMIT (“CUP”) CASE NO. 497-6 - A COMPLIANCE REVIEW OF A METAL RECLAMATION AND PRODUCT MANUFACTURING USE AT 15611 RESIN PLACE, WITHIN THE M-2, HEAVY MANUFACTURING, ZONE. (HERAEUS PRECIOUS METALS NORTH AMERICA, LLC)

RECOMMENDATION: That the Planning Commission:

- 1) Find that the continued operation and maintenance of the subject metal reclamation and product manufacturing use, if conducted in strict compliance with the conditions of approval, will be harmonious with adjoining properties and surrounding uses in the area and will be in conformance with the overall purposes

and objectives of the City's Zoning Ordinance and consistent with the goals, policies, and programs of the City's General Plan; and

- 2) Require that CUP Case No. 497-6 be subject to a compliance review in five (5) years on, or before, December 18, 2028, to ensure that the use is still operating in strict compliance with the conditions of approval as contained within this staff report.
 - 3) Take such additional, related action that may be desirable.
7. **CONDITIONAL USE PERMIT ("CUP") CASE NO. 803-2 - A COMPLIANCE REVIEW OF A GYMNASTICS STUDIO AT 10829 SHOEMAKER AVENUE, WITHIN THE M-2, HEAVY MANUFACTURING, ZONE. (MAJESTIC GYMNASTICS)**

RECOMMENDATION: That the Planning Commission:

- 1) Find that the continued operation and maintenance of the subject gymnastics studio, if conducted in strict compliance with the conditions of approval, will be harmonious with adjoining properties and surrounding uses in the area and will be in conformance with the overall purposes and objectives of the City's Zoning Ordinance and consistent with the goals, policies, and programs of the City's General Plan; and
- 2) Require that CUP Case No. 803-2 be subject to a compliance review in five (5) years on, or before, December 18, 2028, to ensure that the use is still operating in strict compliance with the conditions of approval as contained within this staff report.
- 3) Take such additional, related action that may be desirable.

COMMISSIONER COMMENTS/AB1234 COUNCIL CONFERENCE REPORTING

Commissioner announcements; requests for future agenda items; conference/meetings reports. Members of the Planning Commission will provide a brief report on meetings attended at the expense of the local agency as required by Government Code Section 53232.3(d).

ADJOURNMENT

I, Teresa Cavallo, Planning Secretary Clerk for the City of Santa Fe Springs hereby certify that a copy of this agenda has been posted no less than 72 hours at the following locations; City's website at www.santafesprings.org; Santa Fe Springs City Hall, 11710 Telegraph Road; Santa Fe Springs City Library, 11700 Telegraph Road; and the Town Center Plaza (Kiosk), 11740 Telegraph Road.



Teresa Cavallo
Planning Secretary



CITY OF SANTA FE SPRINGS

PLANNING COMMISSION AGENDA STAFF REPORT

TO: Members of the Planning Commission

FROM: Wayne M. Morrell, Director of Planning

BY: Jimmy Wong, Associate Planner

SUBJECT: CITYWIDE PHOTO CONTEST – PLANNING COMMISSION SELECTIONS

DATE: December 18, 2023

RECOMMENDATION(S):

It is recommended that the Planning Commission:

- 1) Review all photo entries; and
- 2) Select the top photo entry from each of the three categories based on originality and how well each image, within their respective category, captures the vibrancy, vitality, and livability of the City.

FISCAL IMPACT:

The citywide photo contest is not expected to have any immediate fiscal impact, as the winning cash prize is donated by the Director of Planning and Development..

BACKGROUND/DISCUSSION:

To celebrate October as National Community Planning Month, the Planning Department organized various activities throughout the month, including the 6th annual photo contest. All individuals residing, working, or studying in the City were invited to submit a high-resolution photo capturing the essence of Santa Fe Springs. Unlike previous years, this year's photo contest is divided into three categories: City event, City location, and City public art. Entries were encouraged to showcase unique perspectives of the Santa Fe Springs community.

ADJOURNED PLANNING COMMISSION AGENDA REPORT– MEETING OF
DECEMBER 18, 2023

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The photo contest began on September 19th and ended on October 31st. As in previous years, our staff diligently reviewed all photo submissions, qualifying images that adhered to the established rules and submittal requirements, including the submission agreement and photo release forms. This year's submittals included one (1) entry for City event, five (5) entries for City location, and two (2) entries for City public art. The single entry for City event automatically wins that category. Staff is however seeking the Planning Commission's assistance in selecting the winners for the categories of City location and City public art.

The winners of each category will not only receive a \$125 cash prize but may also be featured in a future issue of the City Quarterly (All Things Santa Fe Springs). Additionally, we've arranged for all photo submissions to be on display in the City Library throughout the month of January. We encourage you to stop by the library at some point during January to view these outstanding photos. Lastly, the winning photo may also be showcased at the Santa Fe Springs 2024 Art Fest.

ANALYSIS:

N/A

ENVIRONMENTAL:

N/A

SUMMARY:

N/A

ATTACHMENT(S):

1. Photo Contest Submission for City Event
2. Photo Contest Submissions for City Location
3. Photo Contest Submissions for City Public Art

Attachment 1
Photo Contest Submission for City Event



Attachment 2
Photo Contest Submissions for City Location

Photo 1



Attachment 2
Photo Contest Submissions for City Location

Photo 2



Attachment 2
Photo Contest Submissions for City Location

Photo 3



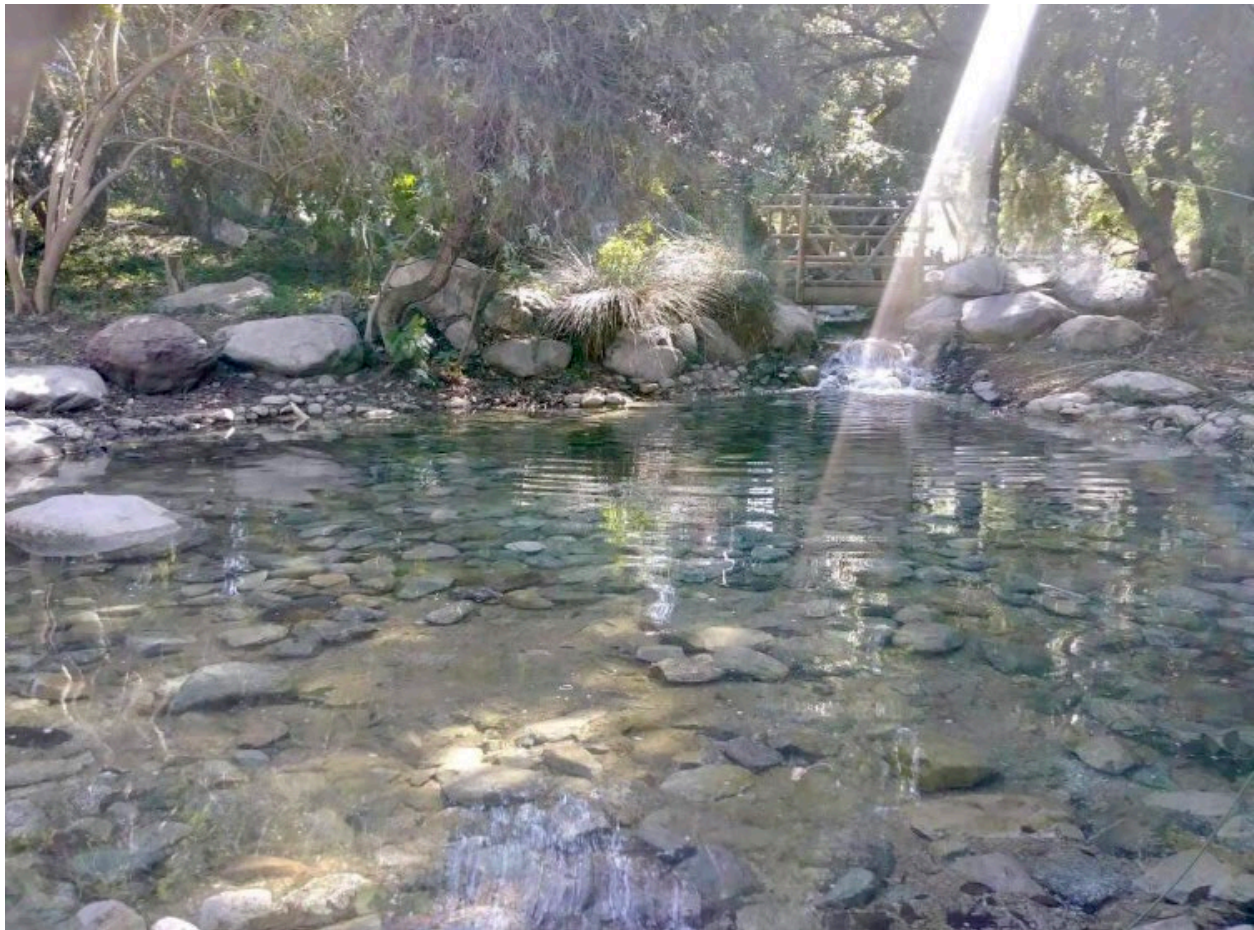
Attachment 2
Photo Contest Submissions for City Location

Photo 4



Attachment 2
Photo Contest Submissions for City Location

Photo 5



Attachment 3
Photo Contest Submissions for City Public Art

Photo 1



Attachment 3
Photo Contest Submission for City Public Art

Photo 2





CITY OF SANTA FE SPRINGS

PLANNING COMMISSION AGENDA STAFF REPORT

TO: Members of the Planning Commission

FROM: Dino Torres, Director of Police Services

BY: Luis Collazo, Code Enforcement Inspector

SUBJECT: **Alcohol Sales Conditional Use Permit Case No. 87 and Adoption of Resolution No. 253-2023: a request to allow the operation and maintenance of the storage, wholesale sales, and distribution of alcohol beverages.**

DATE: December 18, 2023

RECOMMENDATION(S):

It is recommended that the Planning Commission:

- 1) Open the Public Hearing and receive the written and oral report and any comments from the public regarding Alcohol Sales Conditional Use Permit (ASCUP) Case No. 87, and thereafter, close the Public Hearing; and
- 2) Find that the applicant's ASCUP request meets the criteria set forth in §155.628 and §155.716 of the City's Zoning Ordinance, for the granting of a Conditional Use Permit; and
- 3) Find and determine that pursuant to §15301, Class 1 (Existing Facility) of the California Environmental Quality Act (CEQA), the project Categorically Exempt; and
- 4) Recommend to the City Council the approval of Alcohol Sales Conditional Use Permit Case No. 87 subject to the conditions of approval as contained within Resolution No. 253-2023; and
- 5) Adopt Resolution No. 253-2023, which incorporates the Planning Commission's findings and actions regarding this matter.

BACKGROUND/DISCUSSION:

The Applicant, Bay Cities Container Corporation was founded in 1956 and is now a growing business in the City of Santa Fe Springs with the occupation of four warehouse buildings. On November 1, 2021, they took occupancy of a 151,000 SF building at 9206 Santa Fe Springs Road, and recently signed a lease agreement to occupy three of the four buildings located on a 16.58 acre parcel located at 14404 Best Avenue (see Site Plan Attachment-A) for a total occupancy of 158,000 SF. Bay Cities Container

Alcohol Sales Conditional Use Permit Case No. 87

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Corporation is a leading designer and manufacturer of corrugated packaging and displays for several retail products which includes cosmetics, tools, electronics, food, special promotional products and alcoholic beverages. Their display/packaging products can be seen in stores such as Walmart, Kroger, Target, Home Depot, Costco, and others.

Considering that Bay Cities Container Corporation proposes to also package alcoholic beverages and/or store alcoholic beverages within the three buildings at 14404 Best Avenue, the Applicant is required to comply with Ordinance No. 834 pertaining to alcoholic beverage uses and storage.

In accordance with Section 155.628, the Applicant is requesting approval of Alcohol Sales Conditional Use Permit Case No. 87 to allow the operation and maintenance of an alcoholic beverage storage use. Concurrent with this request, the applicant is also in the preliminary review process of adding the subject location to their valid Type 18 Distilled Spirits Wholesaler License from the State Alcohol Beverage Commission (“ABC”). Staff does not foresee that the ABC License addition will be denied to the Applicant. Nevertheless, should ASCUP Case No. 87 be approved and the ABC license addition be denied, the Applicant will have up to one-year to make alternative arrangements to satisfy ABC’s requirements and obtain the necessary licenses, otherwise this Permit will become null and void pursuant to Section 155.811 of the City Code.

ANALYSIS AND FINDINGS:

Section 155.628, regarding the warehousing, sale or service of alcoholic beverages, states the following:

"A Conditional Use Permit shall be required for the establishment, continuation or enlargement of any retail, commercial, wholesale, warehousing or manufacturing business engaged in the sale, storage or manufacture of any type of alcoholic beverage meant for on or off-site consumption. In establishing the requirements for such uses, the City Planning Commission and City Council shall consider, among other criteria, the following”:

- a. **Conformance with parking regulations.** *The subject property was built in 1974 with four industrial warehouse buildings. The total square footage of the buildings is 340,000 SF. Bay Cities Container Corporation will co-exist with other tenants on the property, but will occupy three of the four buildings as follows:*

*Building 1: 40,000 SF of 60,000 SF
Building 2: 68,000 SF – Full occupancy
Building 3: 50,000 SF of 100,000 SF
Building 4: No Occupancy*

330 parking on-site spaces are provided in compliance with Section 155.481(4).

- b. **Control of vehicle traffic and circulation.** *Unobstructed on-site vehicular circulation is available on the property. The property has two access driveways on*

Best Avenue for ingress and egress.

- c. **Hours and days of operation.** *The applicant has noted that the hours of operation will be conducted Monday through Friday from 8:00 a.m. to 5:00 p.m.*
- d. **Security and/or law enforcement plans.** *A security plan will be required as part of the conditions of approval.*
- e. **Proximity to sensitive and/or incompatible land uses, such as schools, religious facilities, recreational or other public facilities attended or utilized by minors.** *The subject site is located approximately .5-mile walking distance to Ramona Pre-School located at 14616 Dinard Avenue in the City of Norwalk, and 1-mile walking distance to St. Linus Catholic Church located at 13915 Shoemaker Avenue, also in the City of Norwalk. The facility will not be maintaining an on-site retail element at the location and all alcohol beverages will be stored in locked areas within each warehouse. Consequently, Staff believes that the proposed alcoholic beverage storage use will not have a negative impact to the sensitive uses listed.*
- f. **Proximity to other alcoholic beverage uses to prevent the incompatible and undesirable concentration of such uses in an area.** *The proposed alcoholic beverage use will not be permitted to have any on-site consumption or on-site retail sales. As a result, staff does not feel that the alcohol beverage activities will have a negative impact and/or create or contribute an undesirable concentration of alcoholic beverages sales to the general area. Moreover, the warehouse is located in area developed with other warehouse buildings with the closest retail seller of alcoholic beverages being approximately less than a half-mile away at an ARCO Station at 13340 Rosecrans Avenue in the City of Norwalk.*
- g. **Control of noise, including noise mitigation measures.** *The subject use will operate a merchandise packaging operation and as a warehouse use with the storage of alcoholic beverages and other merchandise inside the building. Noise control measures or mitigation measures to minimize noise are not foreseen as a requirement at this time. It should be noted that the City Code has in place maximum allowable ambient noise requirements, all land use activities are required to operate under those requirements.*
- h. **Control of littering, including litter mitigation measures.** *As part of the Conditions of Approval, and pursuant to the City's Public Nuisance Ordinance, the applicant is required to maintain the property free of trash and debris at all times.*
- i. **Property maintenance.** *As part of the conditions of approval, the applicant is required to maintain the property in compliance with the City's Public Nuisance Ordinance. An inspection of the site revealed that the property is well maintained and the landscaping is being cared for on an on-going basis.*

- j. **Control of public nuisance activities, including, but not limited to, disturbance of the peace, illegal controlled substances activity, public drunkenness, drinking in public, harassment of passersby, gambling, prostitution, sale of stolen goods, public urination, theft, assaults, batteries, acts of vandalism, loitering, curfew violations, sale of alcoholic beverages to a minor, lewd conduct or excessive police incident responses resulting from the use.** *The subject proposed alcohol warehouse/distribution facility is a low-key operation. Consequently, Staff does not foresee that the business or its respective activities will generate any of the listed public nuisances. Nevertheless, a compliance review will be conducted within the first year from the approval of this permit, and every five years thereafter. If any of the listed items occur, and if the applicant is unresponsive to address them, staff has the authority to bring this matter back to the Commission with a request to revoke the Permit.*

CEQA FINDINGS

Considering that the building and property in which the Applicant will be occupying is fully built and will not have any alterations, Staff finds and determines that this proposed Alcohol Sales Conditional Use Permit request before the Planning Commission is a categorically-exempt project pursuant to Section 15301 (Class 1, Existing Facilities) of the California Environmental Quality Act (CEQA); consequently, no other environmental documents are required by law. Additionally, the project site is not listed on the Hazardous Waste and Substance Site List (also known as the Cortese List) and is therefore not subject to the requirements set forth in Government Code Section 65962.5.

LEGAL NOTICE OF PUBLIC HEARING

This matter was set for Public Hearing in accordance with the requirements of Section 65090 and 65091 of the State Planning, Zoning and Development Laws and the requirements of Sections 155.860 through 155.864 of the City's Municipal Code.

Legal notice of the Public Hearing for the proposed Alcohol Sales Conditional Use Permit was sent by first class mail to all property owners whose names and addresses appear on the latest County Assessor's Roll within 500 feet of the exterior boundaries of the subject property on December 7, 2023. The legal notice was also posted in Santa Fe Springs City Hall, the City Library and Town Center on December 7, 2023, as required by the State Zoning and Development Laws and by the City's Zoning Regulations. A Notice was also published in the Whittier Daily Newspaper on December 7, 2023. Staff will report any inquiries received for this matter at the time of the Commission's meeting

ZONING AND LAND USES

Developed in 1974, the property maintains four tilt-up buildings used for warehousing and distribution with incidental office space. The property as well as the surrounding properties to the north, east and south are within the Heavy Manufacturing (M-2) Zone. The properties to the west, across Best Avenue, are within the City of Norwalk and are developed with similar warehouse buildings.

SUMMARY/NEXT STEPS

Based on Staff's findings listed within this report and the proposed conditions of approval listed within Resolution 253-2023 as Exhibit-B within this report, the Commission can recommend to the City Council the approval of Alcohol Sales Conditional Use Permit Case No. 87.

ATTACHMENT(S):

1. Attachment A – Site Plan
2. Attachment B – Location map
3. Attachment C – Resolution No. 253-2023 with Conditions of Approval

ITEM STATUS:

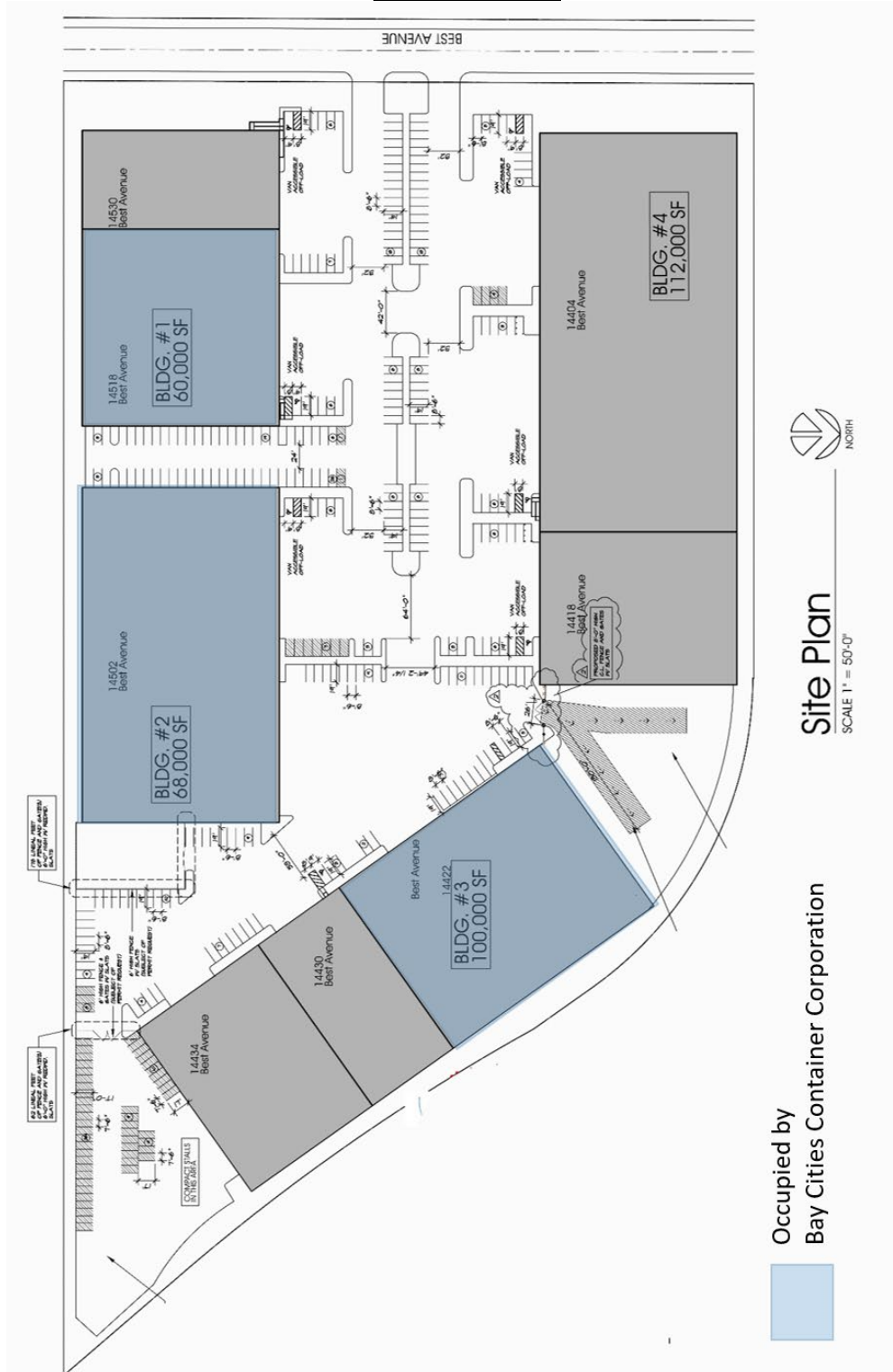
APPROVED: ☐

DENIED: ☐

TABLED: ☐

DIRECTION GIVEN: ☐

Attachment A



Alcohol Sales Conditional Use Permit Case No. 87

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Attachment B

Location Map



Alcohol Sales Conditional Use Permit Case No. 87

Bay Cities Container Corporation

**14404 Best Avenue
Santa Fe Springs, CA**

Attachment C

CITY OF SANTA FE SPRINGS
RESOLUTION NO. 253-2023

**A RESOLUTION OF THE PLANNING COMMISSION OF
THE CITY OF SANTA FE SPRINGS REGARDING
ALCOHOL SALES CONDITIONAL USE PERMIT CASE NO. 87**

WHEREAS, a request was filed for an Alcohol Sales Conditional Use Permit Case No. 87 to allow the operation and maintenance of an alcoholic beverage use involving the warehousing and distribution of alcoholic beverages at Bay Cities Container Corporation, located at 14404 Best Avenue, within the Heavy Manufacturing (M-2) Zone; and

WHEREAS, the subject property is identified as Accessor's Parcel Number 8069-001-038, as shown in the latest rolls of the Los Angeles County Office of the Assessor; and

WHEREAS, the property owner is Best Avenue Centre, LLC; and

WHEREAS, the proposed request is categorically-exempt project pursuant to Section 15301 (Class 1, Existing Facilities) of the California Environmental Quality Act (CEQA); consequently, no other environmental documents are required by law; and

WHEREAS, the City of Santa Fe Springs Department of Police Services on December 7, 2023, published a legal notice in the *Whittier Daily News*, a local paper of general circulation, indicating the date and time of the public hearing, and also mailed said public hearing notice on December 7, 2023, to each property owner within a 500 foot radius of the project site in accordance with state law; and

WHEREAS, the City of Santa Fe Springs Planning Commission has considered the application, the written and oral staff report, the General Plan and Zoning of the subject property, the testimony, written comments, or other materials presented at the Planning Commission Meeting on December 18, 2023, concerning Alcohol Sales Conditional Use Permit Case No. 87.

NOW, THEREFORE, be it RESOLVED that the PLANNING COMMISSION of the CITY OF SANTA FE SPRINGS does hereby RESOLVE, DETERMINE and ORDER AS FOLLOWS:

SECTION I. ENVIRONMENTAL FINDINGS AND DETERMINATION

The request of Alcohol Sales Conditional Use Permit Case No. 87 is considered a project under the California Environmental Quality Act (CEQA) and as a result, the project is subject to the City's environmental review process. Staff finds and determines that because the building is now built and the establishment consists of an approved warehouse and distribution business, this proposed Alcohol Sales Conditional Use Permit request

before the Planning Commission is a categorically-exempt project pursuant to Section 15301 (Class 1, Existing Facilities) of the California Environmental Quality Act (CEQA); consequently, no other environmental documents are required by law.

SECTION II. COMMISSION CONSIDERATION

Pursuant to Section 155.628 of the Zoning Regulations, the Planning Commission has considered the criteria in approving Alcohol Sales Conditional Use Permit Case No. 87 and finds that the proposal will not be detrimental to persons or property in the immediate vicinity and will not have an adverse effect on the City in general.

SECTION III. PLANNING COMMISSION ACTION

That the Planning Commission hereby adopt Resolution 253-2023 and to recommend approval of Alcohol Sales Conditional Use Permit Case No. 87 to the City Council, subject to the attached conditions hereby attached as Exhibit A, and find and determine that the proposed project is a categorically-exempt project pursuant to Section 15301 (Class 1, Existing Facilities) of the California Environmental Quality Act (CEQA); consequently, no other environmental documents are required by law.

ADOPTED and APPROVED this 18th day of December 2023 BY THE PLANNING COMMISSION OF THE CITY OF SANTA FE SPRINGS.

Chairperson

ATTEST:

Teresa Cavallo, Planning Secretary

EXHIBIT – A

CONDITIONS OF APPROVAL

1. That if the State Alcohol Beverage Commission (ABC) does not grant the applicant's request to add the subject location to an existing Type 18 Distilled Spirits Wholesaler License, the Applicant will be provided one-year to reapply otherwise this Permit will become null and void.
2. That the building, including any lighting, fences, walls, cabinets, and poles shall be maintained in good repair, free from trash, debris, litter and graffiti and other forms of vandalism. Any damage from any cause shall be repaired within 72 hours of occurrence, weather permitting, to minimize occurrences of dangerous conditions or visual blight. Paint utilized in covering graffiti shall be a color that matches, as closely possible, the color of the existing and/or adjacent surfaces.
3. That the applicant shall be responsible for maintaining control of litter, debris, boxes, pallets and trash on the subject property, and shall implement a daily clean-up program to maintain the leased area clean and orderly.
4. That alcoholic beverages shall not be sold to the general public from the subject site.
5. That it shall be unlawful to maintain on the premises any alcoholic beverages other than the alcohol beverages which the licensee is authorized to store and/or distribute under their Type 18 License (Distilled Spirits Wholesaler).
6. That alcoholic beverages shall be shipped to the Applicant's customer by the use of commercial trucks and/or licensed commercial transportation companies and not by passenger-type vehicles or domestic type vehicles.
7. That the required off-street parking areas shall not be encroached on, reduced or used for outdoor storage of trucks, trailers, equipment or any other related material. Overnight parking of trucks and trailers associated with the business are exempt from this condition.
8. That the applicant and/or his employees shall prohibit the public consumption of alcoholic beverages on the subject property at all times.
9. That this permit is contingent upon the approval by the Department of Police Services of a security plan that, within thirty (30) days of the effective date of this approval, shall be submitted by the applicant and shall address the following for the purpose of minimizing risks to the public health, welfare and safety:
 - (A) A description of crime prevention barriers in place at the subject premises, including, but not limited to, placement of signage, landscaping, ingress and egress controls, security systems and site plan layouts;

- (B) A description of how the permittee plans to educate employees on their responsibilities, actions required of them with respect to enforcement of laws dealing with the sale of alcohol to minors and the conditions of approval set forth herein;
 - (C) A business policy requiring employees to notify the Police Services Center of any potential violations of the law or this Conditional Use Permit occurring on the subject premises and the procedures for such notifications.
 - (D) The City's Director of Police Services may, at his discretion, require amendments to the Security Plan to assure the protection of the public's health, welfare and safety.
10. That the applicant shall, at all times, maintain in working order an alarm system and/or service that notifies the Whittier Police Department immediately if a breach occurs.
 11. That the owner, corporate officers and managers shall cooperate fully with law enforcement personnel, or their representatives, and shall not obstruct or impede their entrance into the licensed premises while in the course of their official duties.
 12. That in the event the owner(s) intend to sell, lease or sublease the subject business operation or transfer the subject Permit to another party or licensee, the Director of Police Services shall be notified in writing of said intention not less than (60) days prior to signing of the agreement to sell or sublease.
 13. That Alcohol Sales Conditional Use Permit Case No. 87 shall be subject to a compliance review within one year, from the date of approval by the City Council, to ensure that the alcohol sales activity are still operating in strict compliance with the original conditions of approval. Thereafter, a compliance review shall be conducted every five years if the Applicant continues to maintain the premises in full compliance with these Conditions and all applicable codes, regulations and state laws.
 14. That all other applicable requirements of the City Zoning Ordinance, Uniform Building Code, Uniform Fire Code, the determinations of the City and State Fire Marshall, the security plan as submitted under Condition No. 9 and all other applicable regulations shall be strictly complied with.
 15. That Alcohol Sales Conditional Use Permit Case No. 87 shall not be valid until approved by the City Council and shall be subject to any other conditions the City Council may deem necessary to impose.
 16. That it is hereby declared to be the intent that if any provision of this Permit is violated or held to be invalid, or if any law, statute or ordinance is violated, the Permit shall be subject to the revocation process pursuant to Sections 155.810-155.814 of the Santa Fe Springs Municipal Code.



CITY OF SANTA FE SPRINGS

ADJOURNED PLANNING COMMISSION AGENDA STAFF REPORT

TO: Members of the Planning Commission

FROM: Wayne M. Morrell, Director of Planning

BY: Vince Velasco, Senior Planner

SUBJECT: PUBLIC HEARING – LOT LINE ADJUSTMENT (“LLA”) NO. 2023-02, DEVELOPMENT PLAN APPROVAL (“DPA”) CASE NO. 1004, AND CONDITIONAL USE PERMIT (“CUP”) CASE NO. 841 – TO ALLOW THE CONSOLIDATION OF THE TWO (2) EXISTING PARCELS THAT MAKE UP THE SUBJECT PROPERTY, MEASURING ±1.43 ACRES AND ±0.74 ACRES, INTO A SINGLE PARCEL, MEASURING ±2.17 ACRES, TO ALLOW THE CONSTRUCTION OF A NEW ±2,899 SQ. FT. DRIVE-THROUGH RESTAURANT AND ASSOCIATED IMPROVEMENTS, AND TO ALLOW FOR THE ESTABLISHMENT, OPERATION, AND MAINTENANCE OF A NEW ±2,899 SQ. FT. DRIVE-THROUGH RESTAURANT USE AT 12607 AND 12623 IMPERIAL HIGHWAY, WITHIN THE MU-TOD, MIXED-USE – TRANSIT-ORIENTED DEVELOPMENT, ZONE AND ADOPTING A NOTICE OF EXEMPTION UNDER CEQA SECTION 15302 (REPLACEMENT OR RECONSTRUCTION) (JAY HIGGINS ON BEHALF OF RAISING CANE’S)

DATE: December 18, 2023

RECOMMENDATION(S):

It is recommended that the Planning Commission:

- 1) Open the Public Hearing and receive the written and oral staff report and any comments from the public regarding LLA No. 2023-02, DPA Case No. 1004, and CUP Case No. 841, and thereafter, close the Public Hearing; and
- 2) Find and determine that the proposed use will not be detrimental to persons or properties in the surrounding area or to the City in general, and will be in conformance with the overall purpose and objective of the Zoning Ordinance and consistent with the goals, policies and programs of the City’s General Plan; and
- 3) Find that the applicant’s LLA request meets the standards set forth in Sections 66412 of the Subdivision Map Act for the granting of a lot line adjustment; and

- 4) Find that the applicant's DPA request meet the criteria set forth in §155.739 of the City's Zoning Ordinance, for the granting of a Development Plan Approval; and
- 5) Find that the applicant's CUP request meets the criteria set forth in §155.716 of the City's Zoning Ordinance, for the granting of a Conditional Use Permit; and
- 6) Find and determine that pursuant to Section 15302, Class 2 (Replacement or Reconstruction) of the California Environmental Quality Act (CEQA), the project is Categorically Exempt; and
- 7) Approve LLA No. 2023-02, DPA 1004, and CUP 841, subject to the conditions of approval as contained within Resolution No. 254-2023; and
- 8) Adopt Resolution No. 254-2023, which incorporates the Planning Commission's findings and actions regarding this matter; and
- 9) Take such additional, related action that may be desirable.

FISCAL IMPACT

N/A

BACKGROUND/DISCUSSION

On July 18, 2023, Jay Higgins filed a request on behalf of Raising Cane's ("Applicant") for a Lot Line Adjustment (No. 2023-02) to allow the consolidation of two existing parcels, a Development Plan Approval (Case No.1004) to allow the construction of a new ±2,899 sq. ft. drive-through restaurant building, and a Conditional Use Permit (Case No. 841) to allow a new restaurant use with drive-through services ("Project") at 12607 & 12623 Imperial Highway ("Project Site").

Project/Applicant Information

Project Site:	12607 Imperial Highway (APN: 8026-042-007) and 12623 Imperial Highway (APN: 8026-042-006)
Project Applicant:	Kimley-Horn on behalf of Raising Cane's
Property Owner:	Mayer Blanche J/Mayer Trust
General Plan Designation:	Mixed-Use – Transit-Oriented Development
Zoning Designation:	MU-TOD (Mixed-Use – Transit-Oriented Development)
Existing Use on Property:	Multiple commercial and office tenants

Project Description

The Applicant seeks approval of a LLA (No. 2023-02) to allow the consolidation of two existing parcels, a DPA (Case No.1004) to allow the construction of a new ±2,899 sq. ft. drive-through restaurant building and a CUP (Case No. 841) to allow a new restaurant use with drive-through services. The Project Site is currently developed with a multi-tenant commercial/office building, most notably known for Bruce’s Prime Rib and Spirits. The property to the north is currently occupied by PIH Health Urgent Care, the property to the east is occupied by various office uses, and the properties to the south and west are commercial and multi-family residential uses located within the City of Norwalk boundaries. Therefore, the Project is consistent and compatible with the surrounding uses.

Surrounding Land Uses:

Direction	Zone	Land Use
North	M-2	Industrial
South (City of Norwalk)	M-1-PFO & SPA 11	Neighborhood Commercial & High- Density Residential
East	MU-TOD	Mixed-Use – Transit- Oriented Development
West (City of Norwalk)	P/O-PFO	Professional Office

Additionally, the subject site is not located within 500 feet of an oil well or 1,000 feet of a former landfill. Therefore, the site is not considered to be within the City’s Methane Zone.

The applicant, Raising Cane’s, is proposing to prepare the site for redevelopment, consolidate the two existing parcels into a single parcel, and construct a new ±2,899 sq. ft. drive-through restaurant.

ANALYSIS

Lot Line Adjustment (No. 2023-02)

The proposed Lot Line Adjustment will consolidate the two existing parcels (APN: 8026-042-006 & 8023-042-007) that currently make up the subject site. As shown in the attached plans, the Lot Line Adjustment will consolidate the existing 1.43-acre parcel and 0.74-acre parcel into a single separate parcel, measuring approximately 2.17 acres.

Existing:

Parcel “1” (APN: 8026-042-006) –	Approx. 1.43 acres
Parcel “2” (APN: 8026-042-007) –	Approx. 0.74-acre

Proposed:

Lot “1” (New APN – To Be Determined) – Approx. 2.17 acres

Development Plan Approval (DPA Case No. 1004)

Site Plan

The Project will include the construction of a new $\pm 2,899$ sq. ft. drive-through restaurant and associated improvements at the Project Site. The Project meets the minimum development standards within the MU-TOD (Mixed-Use – Transit Oriented Development) Zone for setbacks, building height, parking, landscaping, lot depth, lot area, and floor area ratio (FAR). The Project will provide ingress and egress through two (2) driveways along Bloomfield Avenue and Imperial Highway. In line with the pedestrian-friendly spirit of the Mixed-Use – Transit-Oriented Development area, the Project will feature extensive outdoor seating, complemented by a boardwalk pathway and colorful shade trees.

Floor Plan

The Project will include ± 833 sq. ft. of indoor dining area, ± 274 sq. ft. of customer pick-up area, $\pm 1,792$ of non-public area, and ± 632 sq. ft. of outdoor dining area. The indoor public area will include 35 seats, an order area, and three (3) restrooms. The outdoor dining patio will accommodate ± 24 seats. Both the indoor and outdoor dining areas will be required to meet all accessibility code requirements. The non-public area will include an office, kitchen, dishwashing area, walk-in freezer/cooler, electrical room, and drive-thru serving area.

Elevations

The proposed building will have a contemporary architectural style and be comprised of various materials, including stucco, brick, steel, and metal panels. In addition to business identification signs, the Project proposes public art in the form of decorative metal panels attached to the east and west building walls.

Lot Coverage/Floor Area Ratio

The City's recently adopted 2040 General Plan identifies a maximum floor area ratio (FAR) of 4.0 within the Mixed-Use – Transit-Oriented Development land use area, while the MU-TOD (Mixed-Use – Transit Oriented Development) Zone does not have a lot coverage requirement. With a total site area of 94,549 sq. ft., the maximum buildable area under the 4.0 FAR limitation for the subject property is 378,196 sq. ft. As proposed, the $\pm 2,899$ sq. ft. (0.03) drive-through restaurant building is well within the limitations of the FAR requirement.

Landscape Requirement

As shown in the preliminary landscape plan, the Project includes extensive landscaping enhancements including the installation of new planters along the west and south property lines. The final landscape plan will adhere to the landscaping design guidelines set forth in the Zoning Ordinance. This includes the use of canopy trees, accent/flowering trees, shrubs, and ground cover, all in compliance with the State's water-efficient

requirements. The landscaping has also been designed to help mitigate the visual impact of queuing vehicles. The project's landscaping calculation will consist of the following:

Area	Calculation	Required (sq. ft.)	Provided (sq. ft.)
Frontage	491 linear ft. x 10 sq. ft.	4,910	7,477
Parking	9,299 sq. ft. x 5%	464	2,810

The project, therefore, exceeds the minimum requirement set forth in the City's Zoning Ordinance.

Parking Requirements

Pursuant to Section 155.481 (B)(3)(d) of the City's Zoning Ordinance, a total of 60 parking stalls are required for the proposed drive-through restaurant. However, Assembly Bill 2097 (AB 2097), passed in September 2022, is a California law that prohibits public agencies or cities from imposing a minimum automobile parking requirement on most development projects located within a half-mile radius of a major transit stop. Although the proposed project is not required to adhere to the minimum parking requirements, Raising Canes will provide 59 parking stalls for the proposed drive-through restaurant building: 49 standard stalls, 5 electric vehicle (EV) capable stalls, 2 EV-ready stalls, and 2 accessible stalls.

Conditional Use Permit (Case No. 841)

Pursuant to §155.175.2 of the Zoning Ordinance, the following uses shall be permitted in the MU-TOD Zone only after a valid Conditional Use Permit has first been issued:

- Restaurants
 - With Drive-in or Drive-through Facilities

Operations

- Average number of staff per location
 - 45-50
- Average number of staff per shift
 - ±12
 - Including ±2 managers
- Average number of meals sold per shift
 - ±750 for lunch
 - ±550 for dinner
- Percentage of dine-in versus to-go
 - 60% drive-through
 - 40% dine-in
- Average number of truck deliveries
 - 3 times per week
- Average number of apron deliveries

- 3 times per week
- Average number of laundry pick-ups
 - 1-2 times per week
- Average number of trash collections
 - 5 times per week

Hours of Operation

The proposed Raising Cane's is anticipated to be open Sunday through Saturday from 9:00 AM to 3:30 AM.

Drive-Thru Lanes

The Project will incorporate a 2-lane drive-thru design that starts from the entrance of the drive-through, which begins along the rear portion of the site and continues to the pickup window on the north side of the proposed building. During non-peak operations, the drive-through queueing will accommodate a capacity of 33 vehicles. During peak operations, the two drive-through lanes will remain separate after the order boards, allowing a queueing capacity of 39 vehicles.

The Applicant believes their speed of service ranks among the best in the drive-through restaurant industry. The average time a customer spends from the order board to the retrieval of their order is approximately two (2) minutes and 28 seconds. Based on this commitment for fast service, the Applicant does not have a "wait for your order" parking area. Their "focused menu" allows the Applicant to begin cooking orders as soon as the cameras capture the customer parking or entering the drive-through.

As part of their application submittal, the Applicant has provided a traffic and queueing management strategy. Additionally, they are prepared to implement the following mitigations when deemed necessary:

- Utilizing cones, signage, and striping in the parking lot.
- Deploying staff members to the parking lot with handheld devices to take orders and direct traffic (subject to weather and safety conditions)
- Employing off-duty police officers to direct traffic when needed.
- Coordinating with landlords, property managers, adjacent tenants, and cities to optimize the drive-through stack.

In addition to the strategies listed above, the Applicant offers a mobile application for pre-ordering food, utilizing three (3) designated parking stalls for pick up orders. The interior and exterior dining areas are spacious and inviting, providing an alternative to the drive-through and potentially reducing the impact on queueing.

ENVIRONMENTAL

CEQA

The requested Conditional Use Permit (Case No. 841) is considered a "Project" per the California Environmental Quality Act definition of a "Project". After staff review and

analysis, staff intends to file a Notice of Exemption (NOE) with the Los Angeles County Clerk, specifically Section 15302, Class 2 (b) (Replacement or Reconstruction) of the California Environmental Quality Act (CEQA). The proposed development involves the demolition of an existing $\pm 15,000$ sq. ft. multi-tenant office and commercial building and thereafter, construct a new $\pm 2,899$ sq. ft. drive-through restaurant and associated improvements on the Project Site. Additionally, staff reviewed the Los Angeles County's California Office of Historic Preservation, Landmarks Listed and found that the project is not identified as a local, State, or Federally significant cultural resource. Lastly, the project site is not included on a Cortese list and is not identified on the EPA's database (Environfacts). If the Planning Commission agrees, staff intends to file a Notice of Exemption (NOE) with the State Clearinghouse and the Los Angeles County Clerk.

Traffic

The City of Santa Fe Springs Transportation Study Guidelines (February 2023) provide details on appropriate screening thresholds that can be used to identify when a proposed land use project is anticipated to result in a less-than-significant impact without conducting a more detailed level analysis. Screening criteria are broken down into the following criteria: 1) Project Size; 2) Locally Serving Retail; 3) Project Located in a Low VMT Area; 4) Transit Proximity; 5) Affordable Housing; and 6) Transportation Facilities. Development projects that meet one or more of the previously mentioned screening thresholds may be presumed to create a less-than-significant impact on transportation and circulation.

Kimley-Horn and Associates, Inc. conducted a Traffic Study for the Project and the findings are included in the attached Resolution (254-2023) as Exhibit C. According to the Traffic Study, the Project will generate 825 net new daily trips. However, based on the VMT screening criteria noted above, the project would be screened out of further VMT analysis due to the "Locally Serving Retail" and "Transit Proximity" screening criteria. Therefore, no further VMT analysis is required. Additionally, it should be noted that on October 25, 2023, the City's Traffic Engineer accepted the Traffic Study and determined that no additional studies or detailed analysis were required.

DISCUSSION

Authority of the Planning Commission

Lot Line Adjustment

The Planning Commission has the authority, subject to the procedures set forth in Section 66412 of the State's Subdivision Map Act to grant a Lot Line Adjustment when it has been found that said adjustment is consistent with the requirements, intent, and purpose of the City's General Plan, Zoning Ordinance and Building ordinances. The Commission may grant, or deny approval of a Lot Line Adjustment based on the evidence submitted and upon its own study and knowledge of the circumstances involved.

Criteria for Granting a Lot Line Adjustment

The Commission should note that in accordance with Section 66412 of the State's Subdivision Map Act, before granting a Lot Line Adjustment, the Commission shall give consideration to the following:

- (A) The proposed Lot Line Adjustment will not create a greater number of parcels than originally existed.
- (B) The proposed Lot Line Adjustment is consistent with the City's General Plan, Zoning and Building ordinances.

Development Plan Approval

The Planning Commission has the authority, subject to the procedures set forth in the City's Zoning Ordinance, to grant a Development Plan Approval when it has been found that said approval is consistent with the requirements, intent and purpose of the City's Zoning Ordinance. The Commission may grant, conditionally grant or deny approval of a proposed development plan based on the evidence submitted and upon its own study and knowledge of the circumstances involved, or it may require submission of a revised development plan.

Criteria for Granting a Development Plan Approval

The Commission should note that in accordance with Section 155.739 of the City's Zoning Ordinance, before granting a Development Plan Approval, the Commission shall give consideration to the following:

- (A) That the proposed development is in conformance with the overall objectives of this chapter.
- (B) That the architectural design of the proposed structures is such that it will enhance the general appearance of the area and be in harmony with the intent of this chapter.
- (C) That the proposed structures be considered on the basis of their suitability for their intended purpose and on the appropriate use of materials and on the principles of proportion and harmony of the various elements of the buildings or structures.
- (D) That consideration be given to landscaping, fencing and other elements of the proposed development to ensure that the entire development is in harmony with the objectives of this chapter.
- (E) That it is not the intent of this subchapter to require any particular style or type of architecture other than that necessary to harmonize with the general area.

- (F) That it is not the intent of this subchapter to interfere with architectural design except to the extent necessary to achieve the overall objectives of this chapter.
- (G) As a means of encouraging residential development projects to incorporate units affordable to extremely low income households and consistent with the city's housing element, the city will waive Planning Department entitlement fees for projects with a minimum of 10% extremely low income units. For purposes of this section, extremely low income households are households whose income does not exceed the extremely low-income limits applicable to Los Angeles County, as published and periodically updated by the state's Department of Housing and Community Development pursuant Cal. Health and Safety Code § 50106.

Conditional Use Permit

The Planning Commission has the authority, subject to the procedures set forth in the City's Zoning Ordinance, to grant a Conditional Use Permit when it has been found that said approval is consistent with the requirements, intent, and purpose of the City's Zoning Ordinance. The Commission may grant, conditionally grant, or deny a conditional use permit based on the evidence submitted and upon its study and knowledge of the circumstances involved, or it may require submission of a revised development plan if deemed necessary to preserve the general appearance and welfare of the community.

Criteria for Granting a Conditional Use Permit

Pursuant to Section 155.716 of the City of Santa Fe Springs Zoning Ordinance, the Planning Commission shall consider the following findings in their review and determination of the subject Conditional Use Permit (CUP).

- (A) That the proposed use will not be detrimental to persons or property in the immediate vicinity, and will not adversely, affect the city in general.
- (B) Give due consideration to the appearance of any proposed structure and may require revised architectural treatment if deemed necessary to preserve the general appearance and welfare of the community.

SUMMARY

Conditions of Approval

On September 8, 2023, the Department of Planning and Development staff provided a project summary, and all application materials related to the Project to various departments for their respective review, comments, and conditions of approval. In addition to the Department of Planning and Development conditions, the Departments of Building, Fire, Public Works/Engineering, and Police Services responded with recommended conditions of approval. The comprehensive list of conditions are included as Exhibit A within Attachment #E.

Public Notification

This matter was set for Public Hearing in accordance with the requirements of Sections 65090 and 65091 of the State Planning, Zoning, and Development Laws and the requirements of Sections 155.860 through 155.864 of the City's Municipal Code.

Legal notice of the Public Hearing for the proposed project was sent by first class mail to all property owners whose names and addresses appear on the latest County Assessor's Roll within 500 feet of the exterior boundaries of the subject property on December 7, 2023. The legal notice was also posted in Santa Fe Springs City Hall, the City's Town Center Kiosk, and the City's Library, and published in a newspaper of general circulation (Whittier Daily News) on December 7, 2023, as required by the State Zoning and Development Laws and by the City's Zoning Ordinance

Public Comment

On November 30, 2023, the City received an email from the owners of Norwalk Fitness Village (NFV), located at the northwest corner of Bloomfield Avenue and Imperial Highway. The email raised the potential traffic and pedestrian crossing concerns on Bloomfield Avenue. These concerns stem from the existing issues involving vehicles making left turns onto Bloomfield Avenue from both the PIH facility, north of the Project Site, and the NFV property. In an effort to mitigate these concerns, NFV installed "No Left Turn" signs at both of their Bloomfield driveways. Additionally, NFV noted instances of pedestrian crossings from the PIH facility to the NFV property without the use of a pedestrian crosswalk.

To address NFV's concerns related to the Project, Staff informed NFV that the current street markings on Bloomfield Avenue already prohibit a legal left turn from the Project driveway. However, as an additional mitigation measure, a condition of approval (COA #19) will further restrict vehicles from turning left on Bloomfield Avenue. In response, NFV proposed a condition requiring the applicant to install a permanent median on Bloomfield Avenue. Staff clarified to NFV that since the Traffic Study did not support traffic mitigation measures as part of the Project, it would be unfair to solely burden the applicant with such a proposal. As such, Staff informed NFV that the City of Santa Fe Springs would contact the City of Norwalk to seek a mutual solution to both the vehicle and pedestrian concerns in this section of Bloomfield Avenue.

ATTACHMENT(S):

- A. Attachment A – Aerial Photograph
- B. Attachment B – Public Hearing Notice
- C. Attachment C – Radius Map for Public Hearing
- D. Attachment D – Full Set of Plans
- E. Attachment E – Resolution 254-2023
 - a) Exhibit A – Conditions of Approval
 - b) Exhibit B – CEQA Notice of Exemption
 - c) Exhibit C – Traffic Study

<u>ITEM STATUS:</u>	
APPROVED:	☐
DENIED:	☐
TABLED:	☐
DIRECTION GIVEN:	☐

Attachment: A
Aerial Photograph



AERIAL PHOTOGRAPH

LOT LINE ADJUSTMENT NO. 2023-02
DEVELOPMENT PLAN APPROVAL CASE NO. 1004
CONDITIONAL USE PERMIT CASE NO. 841



12607 Imperial Hwy. & 12623 Imperial Hwy.
(Applicant: Jay Higgins on behalf of Raising Cane's)

Attachment B:
Public Notice

FILE COPY



**CITY OF SANTA FE SPRINGS
NOTICE OF PUBLIC HEARING
LOT LINE ADJUSTMENT NO. 2023-03
DEVELOPMENT PLAN APPROVAL CASE NO. 1004
CONDITIONAL USE PERMIT CASE NO. 841**

NOTICE IS HEREBY GIVEN that the Planning Commission of the City of Santa Fe Springs will hold a Public Hearing to consider the following:

LOT LINE ADJUSTMENT NO. 2023-03 – A request for approval to consolidate the two (2) existing parcels that make up the subject property, measuring ± 1.43 acres and ± 0.74 acres, into a single parcel, measuring ± 2.17 acres; and

DEVELOPMENT PLAN APPROVAL CASE NO. 1004 – A request for approval to allow the construction of a new $\pm 2,899$ sq. ft. drive-through restaurant and associated improvements; and

CONDITIONAL USE PERMIT CASE NO. 841 – A request for approval to allow for the establishment, operation, and maintenance of a new $\pm 2,899$ sq. ft. drive-through restaurant within the MU-TOD, Mixed-Use – Transit Oriented Development, Zone.

PROJECT LOCATION/APPLICANT: 12623 Imperial Highway (APN: 8026-042-006) & 12607 Imperial Highway (APN: 8026-042-007)/Raising Cane's.

THE HEARING will be held before the Planning Commission of the City of Santa Fe Springs in the Council Chambers of the City Hall, 11710 Telegraph Road, Santa Fe Springs, on **Monday, December 18, 2023 at 6:00 p.m.**

You may attend the meeting telephonically or electronically using the following means:

Electronically using Zoom

Go to Zoom.us and click on "Join A Meeting" or use the following link:

<https://zoom.us/j/558333944?pwd=b0FqbKv2aDZneVRnQ3BjYU12SmJlQT09>

Zoom Meeting ID: 558 333 944

Password: 554545

Juanita Martin, Mayor • Jay Sarno, Mayor Pro Tem
City Council
Annette Rodriguez • William K. Rounds • Joe Angel Zamora
City Manager
René Bobadilla, PE, City Manager

Attachment B (Continued):
Public Notice

US POSTAGE

Telephonically
Dial: 888-475-4499
Meeting ID: 558 333 944

CEQA STATUS: After staff review and analysis, staff intends to file a Notice of Exemption (NOE) with the Los Angeles County Clerk within five (5) days of project approval (if the Planning Commission agrees), specifically Class 2, Section 15302 (Replacement and Reconstruction) of the California Environmental Quality Act (CEQA). Additionally, the project site is not listed on the Hazardous Waste and Substance Site List (Cortese List) as set forth in Government Code Section 65962.5.

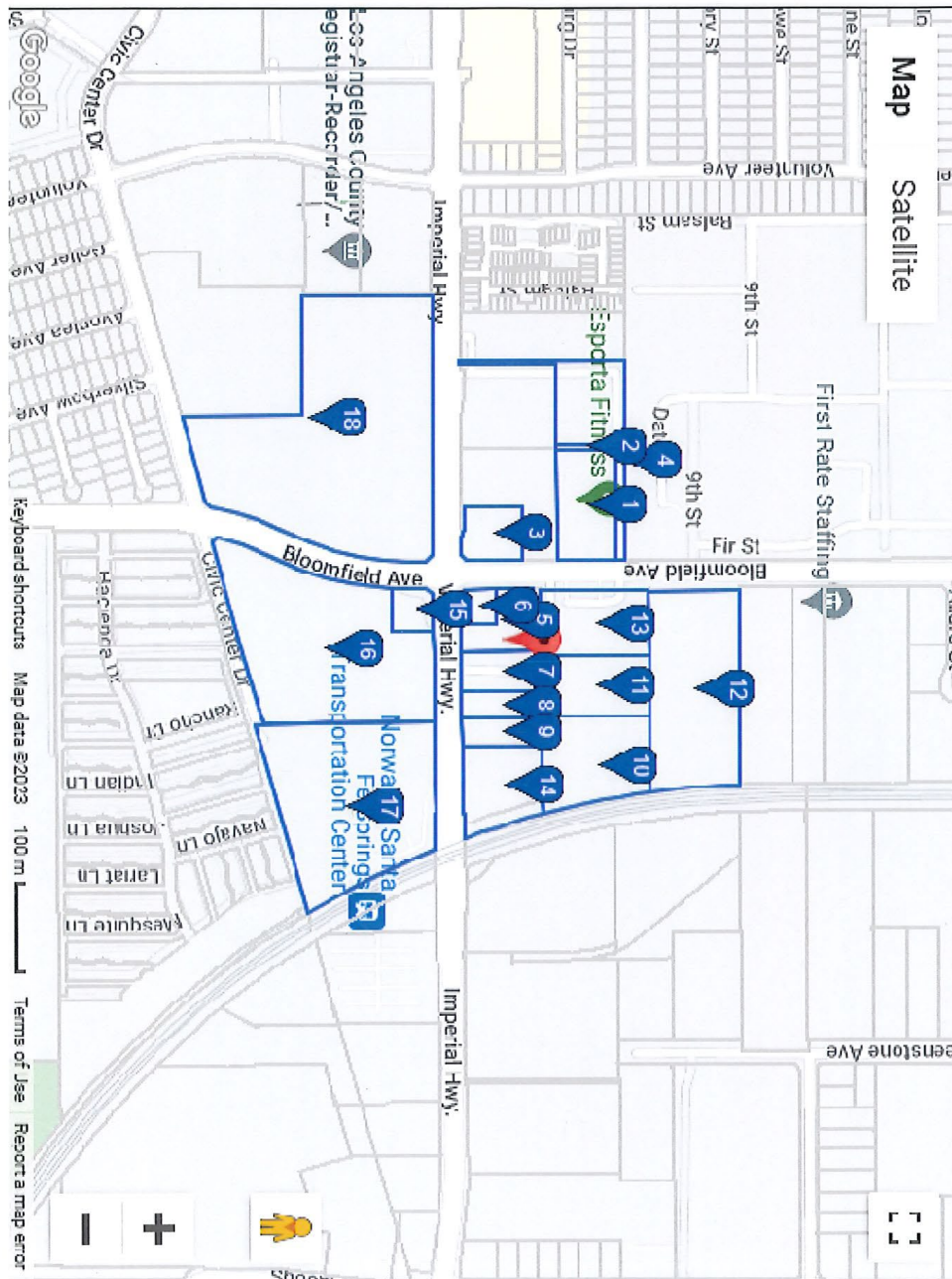
ALL INTERESTED PERSONS are invited to participate in the Public Hearing and express their opinion on the item listed above. Please note that if you challenge the aforementioned item in court, you may be limited to raising only those issues raised at the Public Hearing, or in written correspondence to the office of the Commission at, or prior to the Public Hearing.

PUBLIC COMMENTS may be submitted in writing to the Department of Planning & Development at City Hall, 11710 Telegraph Road, Santa Fe Springs CA 90670 or, otherwise, e-mail the Planning Secretary Teresa Cavallo at teresacavallo@santafesprings.org. Please submit your written comments by 12:00 p.m. on the day of the Planning Commission meeting. You may also contact the Planning Department at (562) 868-0511 ext. 7550.

FURTHER INFORMATION on this item may be obtained from Vince Velasco, Senior Planner, via e-mail at: VinceVelasco@santafesprings.org or otherwise by phone at: (562) 868-0511 ext. 7053.

Juanita Martin, Mayor • Jay Sarno, Mayor Pro Tem
City Council
Annette Rodriguez • William K. Rounds • Joe Angel Zamora
City Manager
René Bobadilla, PE, City Manager

Attachment C:
Radius Map for Public Hearing



Attachment D:
Full Set of Plans



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

THE LAND REFERRED TO IS SITUATED IN THE COUNTY OF LOS ANGELES, CITY OF SANTA FE SPRINGS, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1:
AS THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 8, TOWNSHIP 3 SOUTH, RANGE 11 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE RANCHO SANTA GERTRUDES, IN THE CITY OF SANTA FE SPRINGS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 1 PAGE 502 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHWEST CORNER OF SECTION 8, TOWNSHIP 3 SOUTH, RANGE 11 WEST, SAN BERNARDINO BASE AND MERIDIAN, AS SHOWN ON MAPS OF THE RANCHO SANTA GERTRUDES' SUBDIVISION FOR THE SANTA GERTRUDES LAND ASSOCIATION, AS PER MAP RECORDED IN BOOK 32 PAGE 18 AND IN BOOK 15 PAGE 32 OF MISCELLANEOUS RECORDS, SAID CORNER BEING MARKED BY A BOLT IN THE CENTER LINE OF BUTLER AVENUE (NOW CENTER LINE OF IMPERIAL HIGHWAY) NORTH 89° 23' 50" EAST 631.31 FEET; THENCE PARALLEL TO THE WEST LINE OF SAID SECTION NORTH 0° 8' 30" WEST 345 FEET; THENCE PARALLEL TO THE SOUTH LINE OF SAID SECTION SOUTH 89° 23' 50" WEST 501.31 FEET; THENCE SOUTH 0° 8' 30" EAST 345 FEET TO THE POINT OF BEGINNING, EXCEPT THEREFROM THE EAST 350 FEET MEASURED ALONG THE SOUTHERLY LINE OF SAID SECTION ALSO EXCEPT THEREFROM THE SOUTHERLY 180 FEET OF THE WESTERLY 180 FEET THEREOF. ACN: 8026-042-006.

PARCEL 2:
THE SOUTHERLY 180 FEET OF THE WESTERLY 180 FEET OF SECTION 8, TOWNSHIP 3 SOUTH, RANGE 11 WEST, IN THE CITY OF SANTA MONICA, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN UPON A MAP OF THE SOUTHWESTERLY PORTION OF THE RANCHO SANTA GERTRUDES, IN THE CITY OF SANTA FE SPRINGS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 1 PAGE 502 OF MISCELLANEOUS RECORDS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. ACN: 8026-042-007.

PARCEL 3: (INTENTIONALLY OMITTED)



PROJECT DESCRIPTION: DEMOLITION OF EXISTING PARKING LOT AND EXISTING 8,684 S.F. BUILDING, NEW CONSTRUCTION OF A RAISING CANE'S DRIVE THRU RESTAURANT AND PARKING LOT.

ADDRESS: IMPERIAL HWY & BLOOMFIELD AVE, SANTA FE SPRINGS, CA 90670

APN: 8026-042-006, 8026-042-007

ZONING DISTRICT: MIXED USE - TRANSIT-ORIENTED DEVELOPMENT (EXISTING)
MIXED USE - TRANSIT-ORIENTED DEVELOPMENT (PROPOSED)

ADJACENT ZONING DISTRICTS: N: M-2 HEAVY MANUFACTURING
E: C-4 COMMUNITY COMMERCIAL
W: PO PROFESSIONAL & OFFICE (CITY OF NORWALK)
S: SPA SPECIAL PLAN AREA (CITY OF NORWALK)

LAND USE: COMMERCIAL

ADJACENT LAND USE: N: INDUSTRIAL
E: COMMERCIAL

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

TOTAL DISTURBED AREA: 66,090 S.F. (1.52 AC)
TOTAL PAD AREA: 2,899 S.F. (0.07 AC)
TOTAL LOT AREA: 94,550 S.F. (2.17 AC)

LOT COVERAGE
TOTAL SITE AREA: 94,550 S.F. (2.17 AC) 100%
BUILDING AREA: 2,899 S.F. (0.07 AC) 3.0%
IMPERVIOUS AREA: 75,553 S.F. (1.73 AC) 79.9%
LANDSCAPE AREA: 18,997 S.F. (0.44 AC) 20.1%

PARKING / LANDSCAPE BUFFER
FRONT: 20.0'
REAR: 0.0'
SIDE (N): 0.0'
SIDE (S): 20.0'

PARKING SUMMARY: RAISING CANE'S: 1,308 S.F. (PUBLIC PORTION OF BUILDING) (1 STALL/35 S.F.) + 12 EMPLOYEES (PEAK SHIFT) (1 STALL/2 EMPLOYEES) = 44 STALLS REQUIRED PER CITY CODE

- ADA PARKING FOR 26-50 PARKING STALLS = 2 ADA PARKING STALLS REQUIRED, PER 2022 CBC.
- EV CAPABLE SPACES FOR 26-50 PARKING STALLS = 2 EV CAPABLE STALLS REQUIRED, PER 2022 CALGREEN
(OF THOSE EV CAPABLE STALLS, 1 MUST BE VAN ACCESSIBLE)
- NUMBER OF ELECTRIC VEHICLE CHARGING STATIONS (EVCS) = 8 EV CHARGING STATIONS (EVCS STALLS ARE ALSO EV CAPABLE)

TOTAL NUMBER OF PARKING SPACES PROVIDED = 60

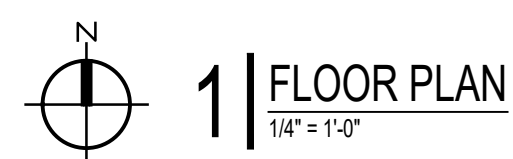
<u>PARKING TABLE:</u>	<u>RAISING CANE'S</u>	<u>REQUIRED</u>	<u>PROVIDED</u>
STANDARD	34	49	
COMPACT (C)	-	-	
MOTORCYCLE	-	-	
EV CAPABLE	6	5	
EV CHARGING STATIONS	2	3	
<u>ACCESSIBLE</u>	2	2	
TOTAL:	44	59	

*AT LEAST 6 CAR STACK BEHIND THE ORDER BOARD HAS BEEN PROVIDED PER THE CITY'S CODE REQUIREMENTS.

①	CONCRETE CURB	②3	DRIVE-THROUGH CANOPY PER ARCHITECTURAL PLANS
②	18" WALK-OFF CURB	②4	REMOVE EXISTING SIGN
③	ACCESSIBLE PARKING STALL SIGN	②5	E/V CHARGING STATION
④	DIRECTIONAL MARKING PER PLAN	②6	FUTURE E/V CHARGING STATION. CONDUIT TO BE RAN TO STALL FOR FUTURE CONNECTION
⑤	ACCESSIBLE RAMP WITH DETECTABLE WARNING (TRUNCATED DOMES)	②7	CITY MONUMENT SIGNAGE
⑥	JOIN EXISTING CURB, CURB & GUTTER, SIDEWALK.	②8	IRRIGATION BACKFLOW PREVENTER AND METER
⑦	"EV CHARGING ONLY" IN 12" HIGH WHITE LETTERS AT THE END OF PARKING STALL	②9	DOMESTIC WATER BACKFLOW PREVENTER AND METER
⑧	TRANSFORMER	③0	FIRE WATER DDCV WITH FDC
⑨	ADA PATH OF TRAVEL SIGN	③1	EXISTING RETAINING WALL TO REMAIN
⑩	COVERED TRASH ENCLOSURE AND RECYCLING BIN STORAGE		
⑪	STANDARD 90° PARKING STALL STRIPING.		
⑫	OUTDOOR COVERED PATIO TO BE STAINED STANDARD DUTY CONCRETE PAVEMENT		
⑬	PREVIEW BOARD		
⑭	ORDER BOARD		
⑮	HEIGHT DETECTOR POLE		
⑯	INSTALL WHEELSTOPS FOR PARKING SPACES ADJACENT TO WALKWAYS		
⑰	ACCESSIBLE PATH OF TRAVEL STRIPING. ACCESSIBLE PATHS SHALL BE ENHANCED PAVING.		
⑱	LONG TERM BIKE RACK		
⑲	SHORT TERM BIKE RACK		
⑳	EXISTING DRIVEWAY TO REMAIN		
㉑	RAISED CROSSWALK WITH PAVERS		
㉒	OVERHEAD TRELLIS PER ARCHITECTURAL PLANS		

6	AN EASEMENT AFFECTING THAT PORTION OF SAND LAND AND FOR THE PURPOSES STATED HEREIN AND INCIDENTAL PURPOSES AS PROVIDED IN THE FOLLOWING ROADS AND RAILROADS RECORDED IN BOOK 85 OF DEEDS, PAGE 226. (PLOTTED HEREON)
7	AN EASEMENT AFFECTING THAT PORTION OF SAID LAND AND FOR THE PURPOSES STATED HEREIN AND INCIDENTAL PURPOSES AS PROVIDED. PIPES LINES, RECORDED IN BOOK 6133 OF DEEDS, PAGE 48 AND GRANTED TO SOUTHERN CALIFORNIA GAS COMPANY CORPORATION. (PLOTTED HEREON)
9	AN EASEMENT AFFECTING THAT PORTION OF SAND LAND AND FOR THE PURPOSES STATED HEREIN AND INCIDENTAL PURPOSES AS PROVIDED FOR PUBLIC ROAD PURPOSES, IN BOOK 17759 OF OFFICIAL RECORDS, PAGE 207. (PLOTTED HEREON)
10	AN EASEMENT AFFECTING THAT PORTION OF SAND LAND AND FOR THE PURPOSES STATED HEREIN AND INCIDENTAL PURPOSES AS PROVIDED FOR PIPE LINES, IN BOOK 22991 OF OFFICIAL RECORDS, PAGE 20 AND GRANTED TO UNION OIL COMPANY. (PLOTTED HEREON)
11	AN EASEMENT AFFECTING THAT PORTION OF SAND LAND AND FOR THE PURPOSES STATED HEREIN AND INCIDENTAL PURPOSES AS PROVIDED FOR PIPE LINES, IN BOOK 22714 OF OFFICIAL RECORDS, PAGE 232 AND GRANTED TO RICHFIELD OIL CORPORATION. (PLOTTED HEREON)
13	AN EASEMENT AFFECTING THAT PORTION OF SAND LAND AND FOR THE PURPOSES STATED HEREIN AND INCIDENTAL PURPOSES AS PROVIDED FOR PUBLIC UTILITIES, RECORDED ON JUNE 1, 1954 IN OFFICIAL RECORDS AS INSTRUMENT NO. 2739 AND GRANTED TO SOUTHERN CALIFORNIA EDISON COMPANY, A PUBLIC UTILITIES CORPORATION. (PLOTTED HEREON)
14	AN EASEMENT AFFECTING THAT PORTION OF SAND LAND AND FOR THE PURPOSES STATED HEREIN AND INCIDENTAL PURPOSES AS PROVIDED FOR GASOLINE SERVICE STATIONS. RECORDED ON AUGUST 7, 1956, IN BOOK 51955 OF OFFICIAL RECORDS, PAGE 95 AS INSTRUMENT NO. 2212 AND GRANTED TO STANDARD OIL COMPANY OF CALIFORNIA CORPORATION. (PLOTTED HEREON)
15	AN EASEMENT AFFECTING THAT PORTION OF SAND LAND AND FOR THE PURPOSES STATED HEREIN AND INCIDENTAL PURPOSES AS PROVIDED FOR PUBLIC UTILITIES. RECORDED ON MARCH 20, 1959 IN OFFICIAL RECORDS AS INSTRUMENT NO. 2938 AND GRANTED TO THE CITY OF SANTA FE SPRINGS. (PLOTTED HEREON)
16	AN EASEMENT AFFECTING THAT PORTION OF SAND LAND AND FOR THE PURPOSES STATED HEREIN AND INCIDENTAL PURPOSES AS PROVIDED FOR UTILITIES. RECORDED ON JULY 2, 1963 IN THE OFFICIAL RECORDS AS INSTRUMENT NO. 5160 AND GRANTED TO THE CITY OF SANTA FE SPRINGS, A MUNICIPAL CORPORATION. (PLOTTED HEREON)
17	AN EASEMENT AFFECTING THAT PORTION OF SAND LAND AND FOR THE PURPOSES STATED HEREIN AND INCIDENTAL PURPOSES AS PROVIDED FOR STREET, PUBLIC UTILITY AND MUNICIPAL PURPOSES. RECORDED ON OCTOBER 8, 1963 IN THE OFFICIAL RECORDS AS INSTRUMENT NO. 3856 AND GRANTED TO THE CITY OF SANTA FE SPRINGS, A MUNICIPAL CORPORATION. (PLOTTED HEREON)
18	AN EASEMENT AFFECTING THAT PORTION OF SAND LAND AND FOR THE PURPOSES STATED HEREIN AND INCIDENTAL PURPOSES AS PROVIDED FOR PUBLIC UTILITIES. RECORDED ON OCTOBER 8, 1963 IN OFFICIAL RECORDS AS INSTRUMENT NO. 3857 AND GRANTED TO THE CITY OF SANTA FE SPRINGS, A MUNICIPAL CORPORATION. (PLOTTED HEREON)
19	AN EASEMENT AFFECTING THAT PORTION OF SAND LAND AND FOR THE PURPOSES STATED HEREIN AND INCIDENTAL PURPOSES AS PROVIDED FOR STREET, PUBLIC UTILITY AND MUNICIPAL PURPOSES. RECORDED ON JANUARY 21, 1976 IN OFFICIAL RECORDS AS INSTRUMENT NO. 2885 AND GRANTED TO THE CITY OF SANTA FE SPRINGS, A MUNICIPAL CORPORATION. (PLOTTED HEREON)
20	AN EASEMENT AFFECTING THAT PORTION OF SAND LAND AND FOR THE PURPOSES STATED HEREIN AND INCIDENTAL PURPOSES AS PROVIDED FOR STREET, PUBLIC UTILITY AND MUNICIPAL PURPOSES. RECORDED ON NOVEMBER 8, 1976 IN OFFICIAL RECORDS AS INSTRUMENT NO. 3077 AND GRANTED TO THE CITY OF SANTA FE SPRINGS, A MUNICIPAL CORPORATION. (PLOTTED HEREON)

- (J) CMUTCD SIGN R1-5 - "YIELD TO PEDESTRIANS"
- (K) CMUTCD SIGN R5-1 - "DO NOT ENTER"
- (L) CMUTCD SIGN R3-5 - "RIGHT TURN ONLY"
- (M) "USE BLOOMFIELD AVENUE TO EXIT" SIGN



Professional of Record: JEFF LIEDERMAN

**Architectural
Solutions Group**
38 EXECUTIVE PARK,
SUITE 310
IRVINE, CA 92614
CONTACT: JEFF LIEDERMAN
(949) 430-7051
JLIEDERMAN@PMDGINC.COM

CONCEPTUAL DESIGN

Sheet Title:

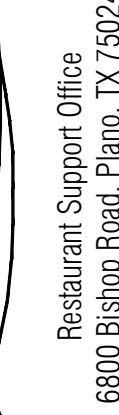
Date:	06.30.2023		
Project Number:	RAC23009.0		
Drawn By:	LL	Checked By:	CR
Sheet Number:			

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ENT SUBMITTAL 06-30-2023



2 | FRONT ELEVATION



Raising Cane's
CHICKEN FINGERS

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

Store:

Restaurant #C1029
Imperial & Bloomfield
Santa Fe Springs, CA
90670
P6E-AV ERD-B

Professional of Record: **JEFF LIEDERMAN**



PM
DESIGN

Architectural
Solutions Group

38 EXECUTIVE PARK,
 SUITE 310
 IRVINE, CA 92614
 CONTACT: JEFF LIEDERMAN
 (949) 430-7051
 J.LIEDERMAN@PMDMG.COM

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Professional of Record: JEFF LIEDERMAN

**PM
DESIGN**

**Architectoral
Solutions Group**

38 EXECUTIVE PARK,
SUITE 310
IRVINE, CA 92614
CONTACT: JEFF LIEDERMAN
(949) 430-7051
JLIEDERMAN@PMDGINC.COM

KEYNOTES	
1	SIGN, BY OWNER. PROVIDE BLOCKING AS REQ'D 4" x 8" OVAL
2	DOWNSPOUT - COORDINATE W/ CIVIL FOR SITE DRAINAGE
3	WALL RAY BY OWNER
4	MESH PARAPET, BY OWNER. PROVIDE BLOCKING AS REQ'D
5	METAL COUNTER FLASHING WHERE SLOPED ROOF ATTACHES TO EXTERIOR FINISH
6	PRE-FABRICATED METAL AWNING, G.C. TO PERMIT SEPARATELY
7	BRACE OF PARAPET, TOP OF ROOF LINE BEYOND
8	ADDRESS NUMBERS IN 8 CHARACTERS, SIZE AND LOCATION AS REQUIRED BY AHJ
9	VIEW ABOVE LIGHT FIXTURE, TYP.
10	PREFABRICATED OPENING IN MESH PARAPET PANEL FOR GAS LINE
12	COVE LIGHTING BY OTHERS
14	STAINLESS STEEL SILL
16	SWITCHGEAR CABINET, PAINT TO MATCH ADJACENT CLADDING MATERIAL
19	GAS METER
22	BRAKE METAL BETWEEN WINDOWS PRE-FINISHED TO MATCH STOREFRONT
26	BLANK PLATE INSTALL ON EXTERIOR OF GLASS TO HIDE INTERIOR SIGNAGE
27	IT PENETRATION FOR SECURITY CAMERAS
28	EXTERIOR SPEAKERS
29	SECONDARY SCUPPER
31	4" BOLLARD W/ BLACK PLASTIC SLEEVE
32	X2 WOOD BLOCKING REQUIRED IN WALL CAVITY. REFER TO WALL SECTIONS.
33	DARPRO OUTLET AND SECURITY BOX.
34	ORIA 4-DIGIT KEY STORAGE BOX
35	CO2 PORT
36	DRIVE-THRU EXPO CANOPY
37	STEEL PATIO CANOPY
38	ALUM. LOUVERS - PAINT TO MATCH STOREFRONT
39	KNOX BOX PER CITY FIRE DEPT. REQUIREMENTS
GENERAL NOTES	
1	SIGNAGE TO BE APPROVED UNDER SEPARATE FILING (DEFERRED SUBMITTAL).
2	CANOPIES AND AWNINGS ARE REQUESTED AS DEFERRED SUBMITTALS AS INDICATED ON SHEET PCS. G.C. TO PERMIT CANOPES AND AWNINGS USING MANUFACTURER SPECIFICATIONS AND SHOP DRAWINGS.
3	CONFIRM OUTDOOR SPEAKER LOCATIONS WITH IT
4	VERIFY LOGO SIGNS AND PAINTED MURAL WITH SIGNAGE VENDOR.
SEALANT NOTES	
1	PROVIDE SEALANT & BACKER RODS AT ALL DISSIMILAR MATERIALS.
2	MATCH FRAME COLOR AT ALL DOORS AND WINDOWS. MATCH ADJACENT WALL MATERIAL COLOR AT WALL PENETRATIONS AND CONSTRUCTION JOINTS. AT JOINT BETWEEN TWO DIFFERENT WALL MATERIALS, MATCH DARKER MATERIAL.



SCHEDULE OF EXTERIOR MATERIALS					
KEY	MATERIALS	MANUFACTURER	PRODUCT	COLOR / FINISH	DESCRIPTION
EM-1	RIBBED METAL PANEL ROOF	BERRIDGE	REFER TO SPEC	KYNAR 500 MATTE BLACK	GALVANIZED STEEL SHEET W/ KYNAR FINISH STANDARD COLOR
EM-2	METAL CAP FLASHING	REFER TO SPEC	REFER TO SPEC	KYNAR 500 MATTE BLACK	GALVANIZED STEEL SHEET W/ KYNAR FINISH STANDARD COLOR
EM-3	POWDER COATED ALUMINUM	SIGNAGE SUPPLIER		CHARCOAL	POWDER COATED ALUMINUM. MATTE BLACK FINISH 0.063 GA
EM-4	METAL ACCENT PANELS	SIGNAGE SUPPLIER		DISTRESSED/SALVAGED RED	METAL PANELS TO BE APPLIED OVER METAL PANEL WALL EWF-1
EWF-1	THIN BRICK VENEER	BELDEN	NORMAN STANDARD (CUSTOM)	470-479 MEDIUM RANGE	MORTAR: SOLOMAN COLORS, INC - 10H LIGHT BUFF
EWF-2	THIN BRICK VENEER	ACME	MODULAR ENGLISH COTTAGE SERIES	KENILWORTH	MORTAR: SOLOMAN COLORS, INC - 10H LIGHT BUFF
EWF-3	ARCHITECTURAL PANELS	NICHHA	VINTAGEWOOD	CEDAR	VERTICAL INSTALLATION
EWF-4	COMPOSITE LUMBER	TREX	TREX CLADDING	HAVANA GOLD	
EWF-5	ALUMINUM PANEL	PER EQUIPMENT VENDOR		PAINT GRIP FINISH	
EWS-1	DRIVE-THRU WINDOW	QUIKSERV	SC7-4860>>SC4030 IP	ANODIZED ALUM. BRONZE FRAME	
EWS-2	ALUMINUM STOREFRONT	REFER TO SPEC.	REFER TO WINDOW SCHED.	ANODIZED ALUM. BLACK FRAME & RED FOR FRONT AND SIDE ENTRY DOORS	
P-10	EXTERIOR PAINT	BENJAMIN MOORE	SUPER SPEC (P23)	BLACK-LOW LUSTER	TWO COATS REQUIRED



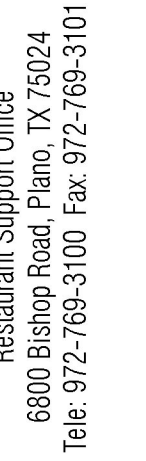
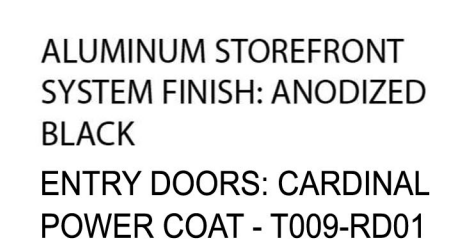
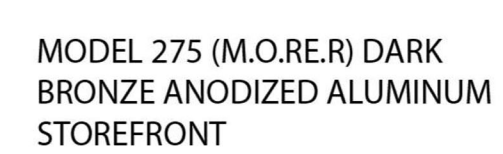
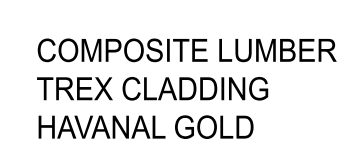
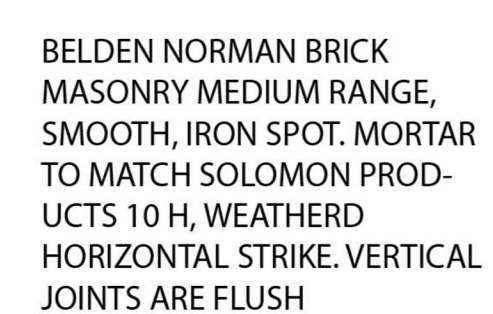
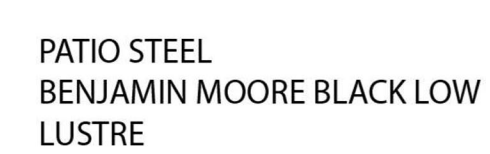
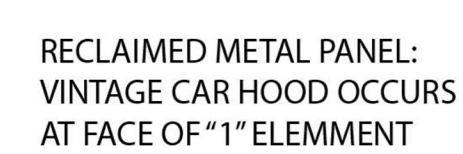
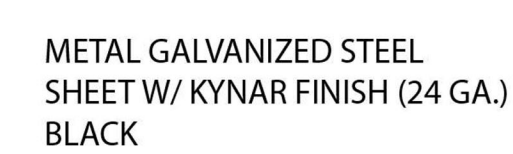
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Prototype Issue Date:		Version 2023 - 1.0
Kitchen Issue Date:		04/14/23
Design Bulletin Updates:		-
Date Issued:	Bulletin Number:	
-	-	

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Date:	06.30.2023		
Project Number:	RAC23009.0		
Drawn By:	LL	Checked By:	CR
Sheet Number:			

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ENT. SUBMITTAL 06-30-2023



Professional of Record: JEFF LIEDERMAN

**Architectural
Solutions Group**

38 EXECUTIVE PARK,
SUITE 310
IRVINE, CA 92614
CONTACT: JEFF LIEDERMAN
(949) 430-7051
LIEDERMAN@PMDGINC.COM

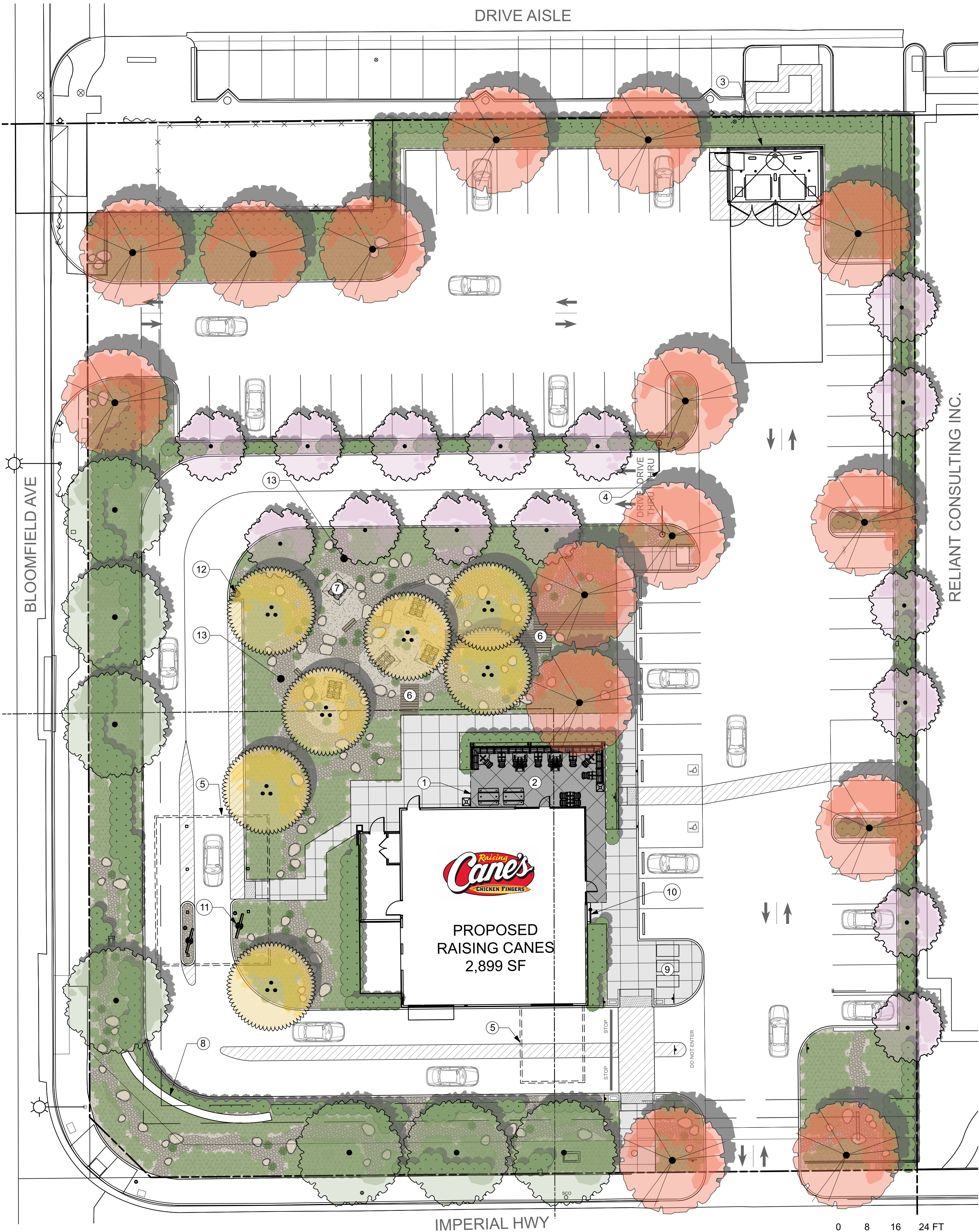
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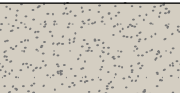
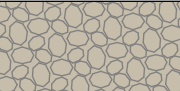


TOTAL LANDSCAPE AREA: 11,740 SF
PROJECT TYPE: Commercial
WATER SUPPLY: Potable

Conceptual Plant List

Species Name	Common Name	Size
Trees		
<i>Koelreuteria bipinnata</i>	Chinese Flame Tree	36" box
<i>Acacia stenophylla</i> (Std.)	Shoestring Acacia	24" box
<i>Prosopis chilensis</i>	Thornless Chilean Mesquite	24" box
<i>Cercis occidentalis</i>	Western Redbud	24"box
Screening Shrubs		
<i>Myrica californica</i>	Pacific Wax Myrtle	15 gal
<i>Olea europaea</i>	Little Olive	15 gal
<i>Rhamnus alaternus</i>	Italian Buckthorn	15 gal
<i>Rhaphiolepis u. 'Minor'</i>	Dwarf Yedda Hawthorn	15 gal
<i>Rhus Ovata</i>	Sugarbush	15 gal
Groundcover		
<i>Verbena lilacina</i> 'De La Mina'	New Gold Lantana	5 gal
<i>Salvia greggii</i> 'Furman's Red'	Furman's Red Autumn Sage	1 gal
<i>Verbena lilacina</i> 'De La Mina'	Cedros Island Verbena	5 gal
Perennials		
<i>Achillea millefolium</i> 'Paprika'	Paprika Common Yarrow	5 gal
<i>Chondropetalum</i> 'El Campo'	El Campo Small Cape Rush	5 gal
<i>Dianella revoluta</i> 'Little Rev'	Little Rev Flax Lily	5 gal
Succulents		
<i>Agave americana</i>	Century Plant	5 gal
<i>Aloe maculata</i> 'Yellow Form'	Yellow Soap Aloe	15 gal
<i>Aloe striata</i>	Coral Aloe	1 gal
<i>Hesperaloe parviflora</i>	Red Yucca	1 gal
<i>Kalanchoe marnieriana</i>	Marnier's Kalanchoe	1 gal.
<i>Senecio cylindricus</i>	Narrow-Leaf Chalksticks	1 gal
Grasses		
<i>Lomandra</i> 'Baby Breeze'	Evergreen Baby Mat Rush	1 gal
<i>Lomandra</i> 'Platinum Beauty'	Variegated Dwarf Mat Rush	5 gal

Materials Legend

Material	Size	Qty.
 Decomposed Granite	-	18,234 SF
 'Horse Creek' Crushed Stone	1-4" DIA	4,193 SF
 Direct Colors® Battleship Grey 102 - 2lb integral colored concrete W/ 3/8" sawcut joints. Finish: TOPCAST ® #05	N/A	829 SF
 Natural colored concrete W/ 3/8" sawcut joints. Finish: TOPCAST ® #05	N/A	2,491 SF
 'Golden Fawn' Boulders "A"	28" - 32" DIA	TBD (QTY)
 "B"	32" - 40" DIA	TBD (QTY)
 "C"	40" - 50" DIA	TBD (QTY)

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

Proposed Notes

- ① (P) patio overhead canopy

② (P) patio furniture per architect

③ (P) trash enclosure

④ (P) drive-thru clearance bar

⑤ (P) drive-thru overhead structure

⑥ (P) boardwalk pathway

⑦ (P) outdoor seating
- ⑧ (P) city monument sign

⑨ (P) long term bike rack

⑩ (P) short term bike rack

⑪ (P) order board TYP.

⑫ (P) preview menu board

⑬ (P) crushed stone pathways



KIESEL • DESIGN

Kiesel Landscape
Architecture Inc.

422 E Main Street
Ventura, CA 93001
(p) 805.947.0730
Jack@ kieseldesign.com
CL# 5206

RC# 1029
Raising Cane's
Santa Fe Springs
(Imperial)

Imperial & Bloomfield,
Santa Fe Springs, CA

Submittals:

- | | | |
|---|----------|------|
| # | DATE | NAME |
| 1 | 07.07.23 | CUP |
| 2 | 11.22.23 | CUP |



Type: Preliminary

Initial Setup Date:
April 19, 2023

Drawn By:
NAME DATE
B.Perez 11/23

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Title:

Preliminary
Landscape Plan

Sheet Number:



Attachment E:

Resolution No. 254-2023

Exhibit A – Conditions of Approval

Exhibit B – CEQA Notice of Exemption

Exhibit C – Traffic Study

**CITY OF SANTA FE SPRINGS
PLANNING COMMISSION**

RESOLUTION NO. 254-2023

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA FE SPRINGS, APPROVING LOT LINE ADJUSTMENT NO. 2023-02, DEVELOPMENT PLAN APPROVAL CASE NO. 1004, AND CONDITIONAL USE PERMIT CASE NO. 841 TO CONSOLIDATE THE TWO (2) EXISTING PARCELS THAT MAKE UP THE SUBJECT PROPERTY, MEASURING ± 1.43 ACRES AND ± 0.74 ACRES, INTO A SINGLE PARCEL, MEASURING ± 2.17 ACRES, TO ALLOW THE CONSTRUCTION OF A NEW $\pm 2,899$ SQ. FT. DRIVE-THROUGH RESTAURANT AND ASSOCIATED IMPROVEMENTS, AND TO ALLOW FOR THE ESTABLISHMENT, OPERATION, AND MAINTENANCE OF A NEW $\pm 2,899$ SQ. FT. DRIVE-THROUGH RESTAURANT AT 12607 AND 12623 IMPERIAL HIGHWAY, WITHIN THE MU-TOD, MIXED-USE – TRANSIT-ORIENTED DEVELOPMENT, ZONE AND ADOPTING A NOTICE OF EXEMPTION UNDER CEQA SECTION 15302 (REPLACEMENT OR RECONSTRUCTION) (JAY HIGGINS ON BEHALF OF RAISING CANE’S RESTAURANT, LLC)

WHEREAS, an application was filed for Lot Line Adjustment (LLA) No. 2023-02 to consolidate the two (2) existing parcels that make up the subject property, measuring ± 1.43 acres and ± 0.74 acres, into a single parcel, measuring ± 2.17 acres; and

WHEREAS, an application was concurrently filed for Development Plan Approval (DPA) Case No. 1004 to allow the construction of a new $\pm 2,899$ sq. ft. drive-through restaurant and associated improvements; and

WHEREAS, an application was concurrently filed for Conditional Use Permit (CUP) Case No. 841 to allow for the establishment, operation, and maintenance of a new $\pm 2,899$ sq. ft. drive-through restaurant within the MU-TOD, Mixed-Use – Transit Oriented Development, Zone; and

WHEREAS, the subject property is located on the northeast corner of Bloomfield Avenue and Imperial Highway, with Accessor’s Parcel Numbers of 8026-042-006 and 8023-042-007, as shown in the latest rolls of the Los Angeles County Office of the Assessor; and

WHEREAS, the property owner is Mayer Blanche J/Mayer Trust, 15764 Mar Vista, Whittier, CA 90605; and

WHEREAS, the project applicant is Jay Higgins on behalf of Raising Cane’s Restaurant, LLC, 6800 Bishop Road, Plano, TX 75024; and

WHEREAS, the proposed project, which includes the discretionary review of Lot Line Adjustment No. 2023-02, Development Plan Approval Case No. 1004, and Conditional Use Permit Case No. 841 is considered a project as defined by the California Environmental Quality Act (CEQA), Article 20, Section 15378(a); and

WHEREAS, based on the information received from the applicant and the provided written and oral staff reports, the Planning Commission has found and determined that the proposed project meets the criteria for a Categorical Exemption, pursuant to the California Environmental Quality Act (CEQA), Section 15302-Class 2 (Replacement or Reconstruction); and

WHEREAS, the City of Santa Fe Springs Planning and Development Department on December 7, 2023 published a legal notice in the *Whitter Daily News*, a local paper of general circulation, indicating the date and time of the public hearing, and also mailed said public hearing notice on December 7, 2023 to each property owner within a 500-foot radius of the project site in accordance with state law; and

WHEREAS, the City of Santa Fe Springs Planning Commission has considered the application, the written and oral staff report, the Subdivision Map Act requirements, the General Plan and zoning of the subject property, the testimony, written comments, or other materials presented at the Adjourned Planning Commission Meeting on December 18, 2023, concerning Lot Line Adjustment No. 2023-02, Development Plan Approval Case No. 1004, and Conditional Use Permit Case No. 841.

NOW, THEREFORE, the Planning Commission of the City of Santa Fe Springs hereby finds, declares, and resolves as follows:

SECTION I. RECITALS

Based on staff presentations, testimony, and all other evidence presented to the Planning Commission during the noticed public hearing of this matter, the Planning Commission hereby finds and declares that the foregoing recitals are true and correct, and expressly incorporates them as substantive findings into this Resolution.

SECTION II. ENVIRONMENTAL FINDINGS AND DETERMINATION

The proposed development is considered a project under the California Environmental Quality Act (CEQA); and as a result, the project is subject to the City's environmental review process. The project, however, is categorically exempt pursuant to Section 15302 Class 2 (b): Replacement or Reconstruction.

Section 15302, Class 2 (b): replacement of a commercial structure with a new structure of substantially the same size, purpose, and capacity. The proposed development involves the demolition of an existing approximately 15,000 sq. ft. multi-tenant commercial building and thereafter, construct a new 2,899 sq. ft. drive-through restaurant and appurtenant improvements at 12607 & 12623 Imperial Highway ("Project

Site”). Additionally, the Project Site is not listed within the Los Angeles County’s California Office of Historic Preservation, Landmarks Listed, and the project is not identified as a local, State, or Federally significant cultural resource.

Lastly, the Project Site is not included on a Cortese list and is not identified on the EPA’s database (Environfacts).

SECTION III. LOT LINE ADJUSTMENT FINDINGS

Pursuant to the State’s Subdivision Map Act, the Planning Commission has made the following findings:

- (A) *The proposed Lot Line Adjustment will not create a greater number of parcels than originally existed.*

The proposed Lot Line Adjustment is between two existing parcels with a total combined area of ±2.17 acres. If approved by the Planning Commission, the Lot Line Adjustment will reconfigure the ±2.17-acre site by effectively consolidating the two (2) subject parcels. The proposed Lot Line Adjustment, therefore, will not result in a greater number of parcels than originally existed.

- (B) *The proposed Lot Line Adjustment is consistent with the City’s General Plan, Zoning and Building ordinances.*

The General Plan land use designation for the Project Site is Mixed-Use – Transit-Oriented Development and the zoning designation is MU-TOD, Mixed-Use – Transit-Oriented Development. Both the General Plan land use and zoning designation will remain unchanged. The overall project also includes the construction of a new ±2,899 sq. ft. drive-through restaurant building. As proposed, the new building would be positioned over a property line that currently separates the two parcels. Since the Los Angeles County Building Code requires all structures to be constructed on a single parcel, the proposed Lot Line Adjustment will help ensure that the new development is compliant with all Building Code requirements. As a result, the proposed Lot Line Adjustment will be in conformance with the General Plan, Zoning, and Building ordinances. Furthermore, the Department of Public Works has reviewed the proposed Lot Line Adjustment.

SECTION IV. DEVELOPMENT PLAN APPROVAL FINDINGS

Pursuant to Section 155.739 of the City of Santa Fe Springs Zoning Ordinance, the Planning Commission has made the following findings:

- (A) *That the proposed development is in conformance with the overall objectives of this chapter (Chapter 155: Zoning).*

The proposed project is located within the MU-TOD, Mixed-Use – Transit-Oriented Development, Zone. Pursuant to Section 155.175.1(C) of the Zoning Ordinance, “The

purpose of the MU-TOD Zone is intended for use around the planned Metro L Line station at Washington and Norwalk Boulevards) and the existing Metrolink Norwalk/Santa Fe Springs Station. Transit-oriented communities consist of residential and commercial activity. The standards are intended to help ensure that the physical environment around each station considers the pedestrian scale, with easy walking connections to the station platforms. A mix of uses are permitted including multi-family residential (up to 60 units per acre), retail and service commercial, office, dining, and entertainment.

The proposed project is consistent with the purpose of the MU-TOD Zone in the following manner:

1. The land is appropriate for dining uses based on its zoning of MU-TOD, Mixed-Use – Transit-Oriented Development, and its General Plan Land Use designation of Mixed-Use – Transit-Oriented Development.
2. A drive-through restaurant is listed as a conditionally permitted use in the MU-TOD Zone.
3. The proposed project will result in a new drive-through restaurant and associated improvements; therefore, the proposed use is consistent with the existing General Plan and zoning designation.
4. The project involves the construction of a new end-user commercial building (Raising Cane's) to replace the existing multi-tenant commercial building. Since the project involves a complete demolition and replacement of the existing building, constructed in the 1960s, the Project will maximize the value of a prominent corner property and intersection.
5. The proposed building and overall site improvements will be a significant enhancement to the Project Site. The building's architecture is a contemporary style with various materials, including stucco, brick, steel, and metal panels. The proposed architecture is both inviting and attractive.

(B) That the architectural design of the proposed structures is such that it will enhance the general appearance of the area and be in harmony with the intent of this chapter.

As mentioned previously, the existing multi-tenant commercial building was originally constructed in the 1960s. The new end-user (Raising Cane's) is proposing to replace the existing building with a new drive-thru restaurant. The new restaurant will be contemporary in design and be comprised of various materials, including stucco, brick, steel, and metal panels. The proposed architecture is both inviting and attractive. The proposed building will enhance the general appearance of the area and therefore, will be in harmony with the intent of this chapter.

(C) That the proposed structures be considered on the basis of their suitability for their intended purpose and on the appropriate use of materials and on the principles of proportion and harmony of the various elements of the buildings or structures.

The proposed building is well-designed and specifically suited for a Raising Cane's restaurant with a drive-through component. Most modern drive-thru restaurants have two (2) drive-thru lanes that eventually merge into one (1) lane. The Raising Cane's dual drive-through design starts from the entry of the drive-through and continues to the pickup window. The dual drive-through lanes will have the queuing space for up to 39 vehicles, during peak demand. During peak hours of operation, subject to weather and safety conditions, Raising Cane's provides a drive-through management program where team members will utilize handheld devices to take customers' orders in the drive-through. Alternative traffic mitigations include utilizing cones, signage, employing off-duty police officers to direct traffic, and coordinating with the City and adjacent properties to optimize the drive-through stack.

- (D) *That consideration be given to landscaping, fencing and other elements of the proposed development to ensure that the entire development is in harmony with the objectives of this chapter.*

Extensive consideration has been given to numerous elements of the proposed project to achieve harmony with the City's Zoning Ordinance.

Landscaping

The majority of the landscaping will be provided along Bloomfield Avenue and Imperial Highway for maximum aesthetic value. Additionally, landscaping is distributed throughout the entire perimeter of the Project Site, with exception of the two (2) driveways. Furthermore, the project will include an extensive outdoor seating area, complemented by a boardwalk pathway and colorful shade trees. The amount of landscaping provided exceeds the amount of landscaping required per Code. Lastly, the proposed landscape design will be consistent with the State's Model Water Efficiency Landscape Ordinance.

Fencing

Aside from an existing retaining wall that will remain along the easterly property line, the Project is not proposing any additional perimeter fencing. Screening shrubs such as Pacific Wax Myrtle, Little Olives, Sugarbush, and Italian Buckthorn are proposed along the northerly property line.

Lighting

For safety purposes, the Project will install lighting fixtures within the parking lot area and incorporate lighting fixtures into the building design. During the Plan Check process, the Department of Police Services will review and approve the applicant's photometric plan for adequate lighting. For additional aesthetic value, the Project will also incorporate lighting fixtures into the landscaping areas.

As a result, the Planning Commission believes that proper consideration has been given to the landscaping, and other elements of the proposed project to ensure that the project is harmonious with the objectives of the City's Zoning Ordinance.

- (E) *That it is not the intent of this subchapter to require any particular style or type of architecture other than that necessary to harmonize with the general area.*

As stated previously, the proposed building is well-designed and specifically designed for a Raising Cane's restaurant with a drive-through component. The new restaurant will have a contemporary architectural design comprised of various materials, including stucco, brick, steel, and metal panels. The proposed design compliments recent developments to both the north and west (in the City of Norwalk). The Planning Commission, therefore, finds that the style and design of the proposed building will harmonize with the general area.

- (F) That it is not the intent of this subchapter to interfere with architectural design except to the extent necessary to achieve the overall objectives of this chapter.

Pursuant to Section 155.736 of the Zoning Ordinance "The purpose of the development plan approval is to assure compliance with the provisions of this chapter and to give proper attention to the siting of new structures or additions or alterations to existing structures, particularly in regard to unsightly and undesirable appearance, which would have an adverse effect on surrounding properties and the community in general." As detailed in the previous findings, the Planning Commission believes that proper attention has been given to the location, size, and overall design of the proposed building and related improvements.

- (G) As a means of encouraging residential development projects to incorporate units affordable to extremely low income households and consistent with the city's housing element, the city will waive Planning Department entitlement fees for projects with a minimum of 10% extremely low income units. For purposes of this section, extremely low income households are households whose income does not exceed the extremely low-income limits applicable to Los Angeles County, as published and periodically updated by the state's Department of Housing and Community Development pursuant Cal. Health and Safety Code § 50106.

The Planning Commission finds that the proposed project is not a residential development; therefore, the requirements pertaining to low-income units do not apply.

SECTION V. CONDITIONAL USE PERMIT FINDINGS

Pursuant to Section 155.716 of the City's Zoning Ordinance, the Planning Commission has made the following findings:

- (A) Satisfy itself that the proposed use will not be detrimental to persons or property in the immediate vicinity, and will not adversely, affect the city in general.

The Project Site is located within the MU-TOD, Mixed-Use – Transit-Oriented Development, Zone and has a General Plan land use designation of Mixed-Use TOD. A restaurant use with a drive-through component, provided that a CUP is granted, is consistent with the current zoning and land use designation.

The primary concern associated with a drive-through development is to ensure that customers using the drive-through do not queue their vehicle onto the adjacent streets, and in this case, Bloomfield Avenue or Imperial Highway. To help ensure that vehicle queuing does not become an issue for the proposed drive-through restaurant, the applicant is proposing a dual drive-through design that utilizes two drive-through lanes instead of one. Additionally, Raising Cane's provides a drive-through management program where team members utilize handheld devices to take customers' orders as well as process payment in the drive-through lane, thus increasing the speed of service compared to the traditional menu board and speaker box setup. Alternative traffic mitigations include utilizing cones, signage, employing off-duty police officers to direct traffic, and coordinating with the City and adjacent properties to optimize the drive-through stack.

Furthermore, to address other typical concerns related to traffic, safety, noise, and odor, conditions have been required to help ensure the proposed drive-through restaurant operates in full compliance with all performance standards set forth in the City's Zoning Ordinance. The Planning Commission, therefore, finds that if the applicant operates in strict compliance with the conditions of approval, the proposed drive-through restaurant use would be harmonious with adjoining properties and surrounding land uses.

- (B) *Give due consideration to the appearance of any proposed structure and may require revised architectural treatment if deemed necessary to preserve the general appearance and welfare of the community.*

Extensive consideration has been given to numerous elements of the proposed project. As stated previously, the proposed building is contemporary in design. The project includes a variety of materials, including stucco, brick, steel, and metal panels. The result is an attractive new building that is a significant enhancement to the property and general area. The Planning Commission, therefore, finds that the proposed architectural design and enhancements throughout the site will preserve the general appearance and welfare of the community.

SECTION VI. PLANNING COMMISSION ACTION

The Planning Commission hereby adopts Resolution No. 254-2023 to find and determine that the proposed project is categorically exempt pursuant to the California Environmental Quality Act (CEQA), Section 15302 – Class 2 (Replacement or Reconstruction); approve Lot Line Adjustment No. 2023-02 to consolidate the two (2) existing parcels that make up the subject property, measuring ± 1.43 acres and ± 0.74 acres, into a single parcel, measuring ± 2.17 acres; approve Development Plan Approval Case No. 1004 to allow the construction of a new $\pm 2,899$ sq. ft. drive-through restaurant and associated improvements, and approve Conditional Use Permit Case No. 841 to allow for the establishment, operation, and maintenance of a new $\pm 2,899$ sq. ft. drive-through restaurant within the MU-TOD, Mixed-Use – Transit Oriented Development, Zone, subject to conditions attached hereto as Exhibit A.

ADOPTED and APPROVED this 18th day of December 2023 BY THE PLANNING COMMISSION OF THE CITY OF SANTA FE SPRINGS.

Francis Carbajal, Chairperson

ATTEST:

Teresa Cavallo, Planning Secretary

EXHIBIT A – CONDITIONS OF APPROVAL
Raising Cane’s Drive-Through Development

Lot Line Adjustment No. 2023-03

Development Plan Approval Case No. 1004

Conditional Use Permit Case No. 841

12607 & 12623 Imperial Highway

APNs: 8026-042-006 & 8026-042-007

ENGINEERING / PUBLIC WORKS DEPARTMENT:

(Contact: Alex Flores 562-868-0511 x7507)

STREETS

1. That the applicant shall pay a flat fee of \$36,850 to reconstruct/resurface the existing street frontages to centerline on Imperial Highway and City boundary on Bloomfield Avenue.
2. That the applicant shall design and construct the removal and replacement of driveway approaches along the project frontage per City Standard R-6.4C. Any curb and gutter or sidewalk replacement work shall be done according to City Standards.
3. That applicant shall replace all concrete street pavement panels disrupted for the installation of any new underground utility services in Imperial Highway. Concrete pavement replacement to be full panel, from joint to joint, or joint to score line as needed. Panels to be nine inches thick minimum, and joined to existing street per latest S.P.P.W.C. (Greenbook) Standard. Subgrade to match the exiting street section.
4. All oil wells, pipelines, tanks, and related lines within the public right-of-way shall be removed from the right-of-way unless otherwise approved by the City Engineer.
5. That adequate “on-site” parking shall be provided per City requirements, and all streets abutting the development shall be posted “No Stopping Any Time.” The City will install the offsite signs and the applicant shall pay \$1,750 to install (7) new signs.
6. The applicant shall reimburse the City for the actual cost for the installation, replacement or modification of street name signs, traffic control signs, striping and pavement markings required in conjunction with the development. The City will complete the work.
7. That the applicant shall pay to the City (\$30,000.00), the entire cost of design, engineering, installation and inspection of (1) street light on Imperial Highway and

the replacement of existing 10-foot traffic pole with a new 15-foot traffic pole with a light. The City will design and cause construction of said street/traffic lights.

8. That common driveways shall not be allowed unless approved by the City Engineer. Proposed driveways shall be located to clear existing fire hydrants, street lights, water meters, etc.
9. The applicant shall dedicate 9 feet of private property along Imperial Highway and 13 feet at the northeast corner cutback of the Imperial Highway and Bloomfield Avenue intersection for public right-of-way purposes. The dedication will be to accommodate the proposed additional left turn lane as a part of the Imperial Highway/Bloomfield Avenue intersection improvement project, managed by the City of Norwalk.
10. The applicant and/or developer shall pay for the design, installation, and inspection of undergrounding new overhead utility services into the property along Bloomfield Avenue and/or Imperial Highway. All existing overhead utility infrastructure along the property frontage shall remain in place.

CITY UTILITIES

11. Storm drains, catch basins, connector pipes, retention basin and appurtenances built for this project shall be constructed in accordance with City specifications in Bloomfield Avenue and Imperial Highway. Storm drain plans shall be approved by the City Engineer.
12. Fire hydrants shall be installed as required by the Fire Department. Existing public fire hydrants adjacent to the site, if any, shall be upgraded if required by the City Engineer. That the applicant shall pay to the City the entire cost of design, engineering, installation and inspection of Fire hydrants.
13. That sanitary sewers shall be constructed in accordance with LA County specifications to serve the subject development. The plans for the sanitary sewers shall be approved by LA County Public Works Land Development Division and LA County Sanitation District. Approvals will be required for both “onsite” sanitary sewer, and “offsite” connections to the mainline. In addition, any proposed connection to a City of Santa Fe Springs sewer mainline will require a sewer study that follows LA County standards and shall be submitted along with the sanitary sewer plans to the City of Santa Fe Springs Public Works Department. All requirements for LA County will need to be completed in addition to City Public Works Department requirements.
14. All buildings shall be connected to the sanitary sewers.
15. That the fire sprinkler plans, which show the proposed double-check valve detector assembly location, shall have a stamp approval from the Planning

Department and Public Works Department prior to the Fire Department's review for approval. Disinfection, pressure and bacteriological testing on the line between the street and detector assembly shall be performed in the presence of personnel from the City Water Department. The valve on the water main line shall be operated only by the City and only upon the City's approval of the test results.

16. That the applicant shall obtain a Storm Drain Connection Permit for any connection to the storm drain system.
17. The applicant shall have an overall site utility master plan prepared by a Registered Civil Engineer showing proposed location of all public water mains, reclaimed water mains, sanitary sewers and storm drains. This plan shall be approved by the City Engineer prior to the preparation of any construction plans for the aforementioned improvements.
18. The proposed water meter, backflow and FDC on Imperial Highway shall be located per City Standard in reference to the proposed ultimate right-of-way line and proposed curb face line.

TRAFFIC

19. The applicant shall install a No Left Turn sign for outgoing traffic at the proposed driveway on Imperial Highway and the proposed driveway on Bloomfield Avenue.

PARCEL MAPS/ LOT LINE ADJUSTMENTS

20. Final Lot Line Adjustment checking of \$3,554 shall be paid to the City. Developer shall comply with Los Angeles County's Digital Subdivision Ordinance (DSO) and submit final exhibits to the City and County in digital format.
21. The applicant shall provide at no cost to the City, one printed copy of the recorded Lot Line Adjustment from the LA County Recorder's Office, 12400 Imperial Hwy., Norwalk, CA 90650.

FEES

22. That the applicant shall comply with all requirements of the County Sanitation District, make application for and pay the sewer maintenance fee.
23. That the applicant shall pay the water trunkline connection fee of \$8,029.00 upon application for water service connection or if utilizing any existing water service.

MISCELLANEOUS

24. That a grading plan shall be submitted for drainage approval to the City Engineer. The applicant shall pay drainage review fees in conjunction with this submittal. A professional civil engineer registered in the State of California shall prepare the grading plan.
25. That a hydrology study shall be submitted to the City and reviewed by the City Engineer for approval. The study shall be prepared by a Professional Civil Engineer.
26. That upon completion of public improvements constructed by developers, the developer's civil engineer shall submit mylar record drawings and an electronic file (AutoCAD Version 2019 or higher) to the office of the City Engineer.
27. That the applicant shall comply with the National Pollutant Discharge Elimination System (NPDES) program and shall require the general contractor to implement storm water/urban runoff pollution prevention controls and Best Management Practices (BMPs) on all construction sites in accordance with the current MS4 Permit. The applicant will also be required to submit a Certification for the project and will be required to prepare a Storm Water Pollution Prevention Plan (SWPPP).

DEPARTMENT OF FIRE: ENVIRONMENTAL PREVENTION:

(Contact: Eric Scott 562.868.0511 x 3812)

27. That prior to issuance of building permits, the applicant shall comply with the applicable conditions below and **obtain notification in writing** from the Santa Fe Springs Department of Fire-Rescue Environmental Protection Division (EPD) that all applicable conditions have been met:
 - a. At a minimum, the applicant must conduct an All Appropriate Inquiries (AAI) Investigation (formerly called a Phase I Environmental Site Assessment) in accordance with ASTM Standard E1527-05. The applicant shall provide the EPD with a copy of the AAI investigation report for review and approval. If the AAI investigation identifies a release, or potential release at the site, the applicant must comply with part b.
 - b. An environmental site assessment may be required based on the information presented in the AAI investigation report. The environmental site assessment report must be reviewed and approved by the EPD in writing. Should the report indicate that contaminate levels exceed recognized regulatory screening levels, remedial action will be required. A remedial action work plan must be approved by the authorized oversight agency before implementation. Once remedial action is complete, a final remedial action report must be submitted and approved by the oversight agency.

- c. Soil Management Plan & Report. A Soils Management Plan (SMP) which addresses site monitoring and a contingency plan for addressing previously unidentified contamination discovered during site development activities may be required. If required, the SMP shall be submitted to the EPD for review and approval before grading activities begin. Once grading is complete, a SMP report must be submitted to the EPD for final written approval. Building plans will not be approved until the SMP report has been approved by the EPD in writing.
- 28. Permits and approvals. That the applicant shall, at its own expense, secure or cause to be secured any and all permits or other approvals which may be required by the City and any other governmental agency prior to conducting environmental assessment or remediation on the property. Permits shall be secured prior to beginning work related to the permitted activity.
- 29. That all abandoned pipelines, tanks and related facilities shall be removed unless approved by the City Engineer and Fire Chief. Appropriate permits for such work shall be secured before abandonment work begins.
- 30. That the applicant shall comply with all Federal, State and local requirements and regulations included, but not limited to, the Santa Fe Springs City Municipal Code, California Fire Code, Certified Unified Program Agency (CUPA) programs, the Air Quality Management District's Rules and Regulations and all other applicable codes and regulations.
- 31. That the applicant shall submit plumbing plans to the Santa Fe Springs Department of Fire-Rescue Environmental Protection Division (EPD) and, if necessary, obtain an Industrial Wastewater Discharge Permit Application for generating, storing, treating or discharging any industrial wastewater to the sanitary sewer.

DEPARTMENT OF FIRE - RESCUE (FIRE PREVENTION DIVISION):
(Contact: Kevin Yang 562.868.0511 x 3818)

- 32. Prior to issuance of Certificate of Occupancy or Building Final, the applicant shall install a fire sprinkler system based on the information provided. Fire sprinkler plans shall be submitted and approved by the Santa Fe Springs Department of Fire-Rescue prior to installation.
- 33. Prior to issuance of Certificate of Occupancy or Building Final, the applicant shall install a monitored manual/automatic fire alarm system in accordance with California Fire Code Section 907. Plans shall be submitted and approved by the Santa Fe Springs Department of Fire-Rescue prior to installation.
- 34. Prior to issuance of Certificate of Occupancy, approval shall be required from the Santa Fe Springs Department of Fire-Rescue to maintain, store, use, handle

materials, or conduct processes which cause conditions hazardous to life or property, and to install equipment used in connection with such activities.

35. That the standard aisle width for onsite emergency vehicle maneuvering shall be 26 feet with a minimum clear height of 13 feet 6 inches. Internal driveways shall have a turning radius of not less than 52 feet. The final location and design of this 26 feet shall be subject to the approval of the City's Fire Chief as established by the California Fire Code. A request to provide emergency vehicle aisle width less than 26 feet shall be considered upon the installation/provision of mitigation improvements approved by the City's Fire Chief.
36. Prior to issuance of Building Permit, the applicant shall furnish one copy of the water system plans to the Santa Fe Springs Department of Fire-Rescue for review.
37. Prior to issuance of a Certificate of Occupancy or Building Final, a "Knox Box Rapid Entry System" shall be provided. The Knox Box shall be installed in an accessible location approved by the Fire Code Official. Electric powered gates shall be provided with Knox key switches for access by emergency personnel. Where manual operated gates are permitted, they shall be provided with a Knox box or Knox padlock.

POLICE SERVICES DEPARTMENT:

(Contact: Lou Collazo at 562.409.1850 x 3335)

38. That the outside perimeters of the drive-through driveway fronting on Imperial Highway and Bloomfield Avenue shall be planted with Ligustrum Japonicum, or equal, to screen light (from headlights) generated from the queued vehicles to the street traffic on the two mentioned streets. The species, spacing and size of the plant material shall be reviewed and approved by the Department of Police Services prior to its installation.
39. That "STOP" lettering at the end of the drive-through driveway shall be painted. In addition, a "Stop" sign shall be installed at the end of each drive-through lane. Contact the Police Services Department to assist in identifying the location.
40. The applicant shall submit and obtain approval of a proposed lighting (photometric) plan for the property from the City's Department of Police Services. The photometric plan shall be designed to provide adequate lighting (minimum of 1 foot candle power) throughout the subject property. Further, all exterior lighting shall be designed/installed in such a manner that light and glare are not transmitted onto adjoining properties in such concentration/quantity as to create a hardship to adjoining property owners or a public nuisance. The photometric plans shall be submitted to the designated contact person from the Department of Police Services in conjunction with the submittal of the Parking Electrical

Plans. PDF formatted plans are acceptable and shall be emailed to luiscollazo@santafesprings.org.

41. That the applicant shall provide an emergency phone number and a contact person to the Department of Police Services and the Fire Department. The name, telephone number, fax number and e-mail address of that person shall be provided to the Director of Police Services and the Fire Chief 60 days prior to the opening of the business. Emergency information shall allow emergency service to reach the applicant or their representative any time, 24 hours a day. The form to provide the information is part of the Business License package.
42. Parking markings (parking striping, directional arrows, etc.) shall be maintained at all times and re-painted when they become faded.
43. That in order to facilitate the removal of unauthorized vehicles parked on the property, the applicant shall post, in plain view and at each entry to the property, a sign not less than 17" wide by 22" long. The sign shall prohibit the public parking of unauthorized vehicles and indicate that unauthorized vehicles will be removed at the owner's expense and also contain the California Vehicle Code that permits this action. The sign shall also contain the telephone number of the local law enforcement agency (Whittier Police Department (562) 567-9240). The lettering within the sign shall not be less than one inch in height. The applicant shall contact the Police Services Center for an inspection no later than 30 days after the project has been completed and prior to the occupancy permit being issued.
44. That the proposed buildings, including any lighting, fences, walls, cabinets, and poles shall be maintained in good repair, free from trash, debris, litter and graffiti and other forms of vandalism. Any damage from any cause shall be repaired within 72 hours of occurrence, weather permitting, to minimize occurrences of dangerous conditions or visual blight. Paint utilized in covering graffiti shall be a color that matches, as closely possible, the color of the existing and/or adjacent surfaces.
45. That prior to requesting a final inspection by the Building Department, the applicant shall install and maintain operating video surveillance equipment capable of monitoring interior and exterior seating areas, customer entry doors, drive-thru, and register areas. That the recorded video shall be accessible to law enforcement personnel during any lawful investigation. The location and the coverage of the video cameras shall be reviewed and approved by the Department of Police Services; the Applicant may be subject to adding additional cameras if it is determined that additional video coverage is warranted.
46. That the applicant and/or his employees shall not allow persons to loiter on the subject premises, and shall immediately report all such instances to the Police Services Center.

47. That the parking areas and the outdoor seating areas shall be provided with trash receptacles.
48. Delivery trucks shall not back-up onto the street, park, stage, or queue on the street at any time. The Applicant and/or his the acting site manager shall be responsible for making sure that this condition is complied with at all times.
49. The applicant shall provide an emergency phone number and a contact person of the person or persons involved in the supervision of the construction to the Department of Police Services. The name, telephone number, fax number and e-mail address of that person shall be provided to the Department of Police Services (Attn: Lou Collazo) no later than 60 days from the date of approval by the Planning Commission. Emergency information shall allow emergency service to reach the applicant or their representative any time, 24 hours a day. Information will be submitted to Whittier Police Department
50. It shall be the responsibility of the job-supervisor to maintain the job site in a clean and orderly manner. Dirt, dust, and debris that has migrated to the street or neighboring properties shall be immediately cleaned. Porta-potties, or equal, shall not be visible from the public street and serviced (emptied) on a regular basis.
51. All construction debris shall be placed in trash/recycle bins at the end of every work day and shall not be left out visible from public view.
52. All Contractors are mandated to comply with the ambient noise requirements pursuant to Santa Fe Springs Zoning Code Section 155.425(C) and not perform any type of work during the hours of 7 p.m. to 7 a.m. the following morning.

WASTE MANAGEMENT:

(Contact: Maribel Garcia 562.868.0511 x7509)

53. The applicant shall comply with Section 50.51 of the Municipal Code which prohibits any business or residents from contracting any solid waste disposal company that does not hold a current permit from the City.

PLANNING AND DEVELOPMENT DEPARTMENT:

(Contact: Vince Velasco 562.868.0511 x7053)

ENTITLEMENT APPROVAL

54. This approval shall allow the applicant to construct, operate, and maintain a new ±2,899 sq. ft. drive-through building on the subject property located at 12607 Imperial Highway (APN: 8026-042-007) and 12623 Imperial Highway (APN: 8026-042-006).

55. The uses shall be limited to the type of operation as described in the staff report and conditions of approval. Any change in the operational characteristics of any use including, but not limited to, the hours of operation and additional services provided, shall require review by the Planning Department and may require an amendment subject to approval of the Planning Commission.

PARCEL MAPS/ LOT LINE ADJUSTMENTS

56. Approval of the subject Development Plan Approval (DPA) Case No. 1004 is still contingent upon the approval of Lot Line Adjustment (LLA) No. 2023-02, to allow the consolidation of two (2) existing parcels that make up the subject property (APNs: 8026-042-006 & 007), into a single parcel measuring ±2.17-acres.
57. The applicant shall provide at no cost to the City, one Notarized Conformed Copy of the recorded lot line adjustment from the County of Los Angeles Department of Public Work, P.O. Box 1460, Alhambra, CA 91802-146, Attention: Bill Slenniken (626) 458-5131.

ENVIRONMENTAL (CEQA)

58. The applicant shall submit a \$75 check made out to "L.A. County Registrar-Recorder/County Clerk" to the Planning Department to file a Categorical Exemption from California Environmental Quality Act prior to or within two (2) days of Planning Commission approval.

HERITAGE ARTWORK IN PUBLIC PLACES

59. The applicant shall comply with the City's "Heritage Artwork in Public Places Program" in conformance with City Ordinance No. 1054.

OPERATIONS

60. Business operations shall occur in substantial conformance with the plans and project description approved by the Planning Commission on November 13, 2023, on file in the Planning & Development Department.
61. All activities, (except for deliveries, outdoor dining, drive-through operations, and required monitoring by attendants), shall occur inside the building(s). No portion of the required off-street parking and driveway areas shall be used for outdoor storage of any type or for special-event activities, unless prior written approval is obtained from the Director of Planning, Director of Police Services, and the Fire Marshall.
62. The proposed outdoor seating/furniture shall be maintained in a neat, clean, orderly, and healthful condition.

63. All vehicles associated with the businesses on the subject property shall be parked on the subject site at all times. Off-site parking on public roadways or adjacent properties without prior written permission from adjacent property owners and in full compliance with all applicable zoning laws is not permitted and would result in the restriction or revocation of privileges granted under this Permit. In addition, any vehicles entering or exiting the property shall not obstruct or impede any traffic.
64. The subject restaurant use shall comply with Section 155.420 of the City's Zoning Ordinance regarding the generation of objectionable odors. If there is a violation of this aforementioned Section, the applicant shall take whatever measures necessary to eliminate the objectionable odors from the operation in a timely manner.
65. The subject drive-thru restaurant use shall operate within the noise limitations established within Section 155.424 of the City's Zoning Ordinance.

QUEUING/STACKING

66. The restaurant operator shall not allow customers to queue on Imperial Highway or Bloomfield Avenue.
67. The City and applicant shall work together to create a comprehensive ingress/egress traffic circulation and queuing management plan. This plan would include clear guidelines on when the applicant would be required to modify operations to accommodate additional on-site queuing, deploy temporary traffic monitors, and when the City could step in to enforce those guidelines. The applicant shares the City's goal to prevent vehicle queues from spilling onto surrounding public Right-of-Way.
68. Operation of the drive-through shall not result in stacking of vehicles in such a manner that would result in obstruction to any access aisle or parking spaces. If the drive-through operation affects traffic on the public street, design alternatives to remedy the issue shall be presented to the Departments of Planning & Development, Public Works, and Fire for their review and approval.
69. An attendant shall monitor the drive-through lane when more than thirty-three (33) vehicles are stacked in the drive-through lane to endeavor to facilitate the safe and efficient movement of traffic within the parking lot area. Monitoring during nighttime hours shall be at the discretion of the store manager if there is a potential for unsafe working conditions for restaurant employees. If there are no attendants during such nighttime hours, the store manager shall use alternative measures to help mitigate the potential for vehicles to queue into the street.
70. In the event that the drive-through queuing exceeds the thirty-nine (39) vehicle capacity and extends beyond the drive aisles in the parking lot, the overflow of drive-through queuing vehicles shall continue to the north and in the direction of

Bloomfield Avenue. Under no circumstances shall the drive-through queuing travel south towards Imperial Highway.

71. Directional signage shall be placed at the drive-through entrance and at the exit to direct customers.
72. The applicant shall not allow commercial vehicles, trucks, and/or truck tractors to queue on Imperial Highway or Bloomfield Avenue, use street(s) as a staging area, or back up onto the street from the subject property.

CONSTRUCTION

73. Prior to the issuance of Building Permits, the applicant shall obtain an Office Trailer Permit for any use of mobile office trailers during the construction process.
74. During construction, the following information shall be made available on a sign posted at the main entrance(s) to the site:
 - a. Name of the development/project.
 - b. Name of the development company.
 - c. Address or address range for the subject site.
 - d. 24-hour telephone number where someone can leave a message on a particular complaint (dust, noise, odor, etc.)
75. The applicant shall implement a dust control program for air quality control. The program shall ensure that a water vehicle for dust control operations is kept readily available at all times during construction. The developer shall provide the City Engineer and Building Official with the name, telephone number, and e-mail address of the person directly responsible for dust control and operation of the vehicle.
76. Secure fencing around the construction site with locking gates and appropriate lighting shall be installed during construction to prevent trespassing and theft.
77. It shall be unlawful for any person to operate equipment or perform any outside construction or repair work on buildings, structures, or projects, other than emergency work, between 7:00 p.m. on one day and 7:00 a.m. of the following day, if such maintenance activity produces noise above the ambient levels as identified in the City's Zoning Ordinance.
78. The applicant shall be responsible for reviewing and/or providing copies of the required conditions of approval to his/her architect, engineer, contractor, tenants, etc. Additionally, the conditions of approval contained herein shall be made part of the construction drawings for the proposed development. Construction drawings shall not be accepted for Plan Check without the conditions of approval incorporated into the construction drawings.
79. The applicant shall submit Mechanical plans that include a roof plan that shows

the location of all roof-mounted equipment. All roof-mounted mechanical equipment and/or ductwork that projects above the roof or roof parapet of the proposed development and is visible from the adjacent property or a public street shall be screened by an enclosure that is consistent with the architecture of the building and approved by the Director of Planning or designee.

- a. To illustrate the visibility of equipment and/or ductwork, the following shall be submitted along with the Mechanical Plans:
 - i. A roof plan showing the location of all roof-mounted equipment;
 - ii. Elevations of all existing and proposed mechanical equipment; and
 - iii. A line-of-sight drawing or a building cross-section drawing that shows the roof-mounted equipment and its relation to the roof and parapet lines.

NOTE: line-of-sight drawing and/or building cross section must be scaled.

- 80. The applicant agrees and understands that any existing overhead utilities within the development shall be placed underground.
- 81. Applicant shall provide for appropriate cable television systems and for communication systems, including but not limited to, telephone and internet services to the subject property. The applicant is responsible for complying with these requirements and shall make necessary arrangements with each of the serving utilities, including licensed cable television operators and other video service providers for the installation of these facilities.
- 82. All fences, walls, gates, and similar improvements for the proposed development shall be subject to the prior approval of the Fire Department and the Department of Planning and Development.
- 83. Sufficient number of approved outdoor trash enclosures shall be provided for the development, subject to the approval of the Director of Planning or designee (*Calculations are subject to change*). All outdoor trash enclosures shall provide a solid roof cover. (Please see the L.A. County Department Public Works handout).
- 84. Approved suite numbers/letters or address numbers shall be placed on the proposed building in such a position as to be plainly visible and legible from the street fronting the property. Said numbers shall contrast with their background. The size recommendation shall be 12" minimum. Approved suite numbers/letters or address numbers shall be placed on the proposed building in such a position as to be plainly visible and legible from the street fronting the property.
- 85. All street-facing roof drains shall be provided along the interior walls and not along the exterior of the building.

86. The proposed development shall be constructed of quality material and any material shall be replaced when and if the material becomes deteriorated, warped, discolored, or rusted.
87. Where feasibly possible, the applicant shall utilize green building strategies, energy-efficient equipment, and support renewable energy systems.
88. Prior to the issuance of the Certificate of Occupancy, the applicant shall contact the Department of Planning & Development to arrange a Planning inspection of the site prior to commencement of the business. This inspection is to confirm that the conditions of approval and Zoning Ordinance have been complied with.
89. Prior to the issuance of building permits, the applicant shall comply with the following conditions to the satisfaction of the City of Santa Fe Springs:
 - a. Covenants.
 1. The applicant shall provide a written covenant to the Planning Department that, except as the applicant may have otherwise disclosed to the City, Commission, Planning Commission, or their employees, in writing, the applicant has investigated the environmental condition of the property and does not know, or have reasonable cause to believe, that (a) any crude oil, hazardous substances or hazardous wastes, as defined in state and federal law, have been released, as that term is defined in 42 U.S.C. Section 9601 (22), on, under or about the Property, or that (b) any material has been discharged on, under or about the Property that could affect the quality of ground or surface water on the Property within the meaning of the California Porter-Cologne Water Quality Act, as amended, Water Code Section 13000, et seq
 2. The applicant shall provide a written covenant to the City that, based on reasonable investigation and inquiry, to the best of the applicant's knowledge, it does not know or have reasonable cause to believe that it is in violation of any notification, remediation or other requirements of any federal, state or local agency having jurisdiction concerning the environmental conditions of the Property.
 - b. The applicant understands and agrees that it is the responsibility of the applicant to investigate and remedy, pursuant to applicable federal, state and local law, any and all contamination on or under any land or structure affected by this approval and issuance of related building permits. The City, Commission, Planning Commission or their employees, by this approval and by issuing related building permits, in no way warrants that said land or structures are free from contamination or health hazards.
 - c. The applicant understands and agrees that any representations, actions, or approvals by the City, Commission, Planning Commission,

or their employees do not indicate any representation that regulatory permits, approvals, or requirements of any other federal, state, or local agency have been obtained or satisfied by the applicant and, therefore, the City, Commission, Planning Commission or their employees do not release or waive any obligations the applicant may have to obtain all necessary regulatory permits and comply with all other federal, state or other local agency regulatory requirements. The applicant, not the City, Commission, Planning Commission, or their employees will be responsible for any and all penalties, liabilities, response costs, and expenses arising from any failure of the applicant to comply with such regulatory requirements.

BUSINESS LICENSE

90. The applicant shall require and verify that all contractors and sub-contractors have successfully obtained a Business License with the City of Santa Fe Springs prior to beginning any work associated with the subject project. A business license application may be completed online at <https://santafesprings.hdlgov.com>. A late fee and penalty will be assessed to any contractor or sub-contractor that fails to obtain a Business License and a Building Permit final or Certificate of Occupancy will not be issued until all fees and penalties are paid in full. For answers to questions or inquiries surrounding the business license process, please call (562) 264-5219 to speak to a customer service representative.
91. Prior to occupancy of the property/building, the applicant, and/or their tenant(s), shall obtain a valid business license (AKA Business Operation Tax Certificate), and submit a Statement of Intended Use. Both forms and other required accompanying forms, may be obtained on the City's website (<https://santafesprings.hdlgov.com/>).

LANDSCAPING

92. The Department of Planning and Development requires that the double-check detector assembly be placed as far back from the property line as practical, screened by shrubs or other materials, and painted forest green. All shrubs shall be planted a minimum distance of two (2) feet surrounding the detector assembly; however, the area in front of the OS and Y valves shall not be screened. The screening shall also only be applicable to the double-check detector assembly and shall not include the fire department connector (FDC). Notwithstanding, the Fire Marshall shall have discretionary authority to require the FDC to be located a minimum distance from the double-check detector assembly. The bottom of the valve shut-off wheel shall be located a maximum of two (2) feet above ground.

93. That all Reduced Pressure Backflow preventer shall be installed in a backflow prevention cage on a concrete pad. The backflow preventer shall be painted "forest green." Please see All-Spec Enclosure Inc., stainless steel tubular backflow preventer. The enclosure shall be lockable, weather-resistant, and vandal-proof. The location shall be near the water meter in the landscape area. Note: See Public Works Backflow Prevention Enclosure standard W-20.
94. The applicant shall submit for approval a detailed landscape and automatic irrigation plan pursuant to the Landscaping Guidelines of the City. Said landscape plan shall indicate the location and type of all plant materials, existing and proposed, shrubs designed to fully screen the interior yard and parking areas from public view, and a minimum of 24" box trees along the street frontage. *Said plans shall be consistent with AB 1881 (Model Water Efficient Landscape Ordinance).*
- NOTE: Staff shall not approve the landscaping and irrigation plan without first reviewing and approving the civil drawings, specifically as it pertains to the landscaping and irrigation plan (i.e., location and size of riprap, bio-swailes, areas of infiltration trenches, etc.)*
95. The landscaped areas shall be provided with a suitable, fixed, permanent, and automatically controlled method for watering and sprinkling plants. This operating sprinkler system shall consist of an electrical time clock, control valves, and piped water lines terminating in an appropriate number of sprinklers to ensure proper watering periods and to provide water for all plants within the landscaped area. Sprinklers used to satisfy the requirements of this section shall be spaced to ensure complete coverage of all landscaped areas. *Said plan shall be consistent with AB 1881 (Model Water Efficient Landscape Ordinance).*
96. Upon completion of the landscaping improvements, said landscaped areas shall be maintained in a neat, clean, orderly, and healthful condition. This is meant to include proper pruning, mowing of lawns, weeding, and removal of litter, fertilizing, and replacement of plants when necessary, and the regular watering of all plantings.
97. Screen hedges shall be installed between the drive-through lane and Bloomfield Avenue and between the drive-through lane and Imperial Highway for headlight buffering purposes. The hedges shall be a minimum of 36 inches in height at the time of installation.
98. The applicant shall submit a lighting program that is integrated into the overall site, landscape design, and building design. Lighting shall be used to highlight prominent building features such as entries and other focal points. Up-lighting should also be used as a way to enhance the texture of plants and structures, to create a sense of height in a landscape design.

99. Transformers shall not be located within the front yard setback area. The location of the transformer(s) shall be subject to the prior approval of the Director of Planning or designee. The electrical transformer shall be screened with shrubs consistent with Southern California Edison's Guidelines which require three-foot clearance on the sides and back of the equipment, and eight-foot clearance in front of the equipment. Additionally, the landscaping irrigation system shall be installed so that they do not spray on equipment. (A copy of the Guideline is available at the Planning Department.)
100. Prior to the issuance of the Certificate of Occupancy, the applicant shall provide certification from the Landscape Architect of record that the plant installation on the Site is in accordance with the approved landscape and irrigation plan.

SIGNAGE

101. The Department of Planning and Development shall first review and approve all signage proposals for the development. The sign proposal (plan) shall include a site plan, the building elevation on which the sign will be located, size, style, and color of the proposed sign. All drawings shall be properly dimensioned and drawn to scale. All signs shall be installed in accordance with the sign standards of the City's Zoning Ordinance and the Sign Guidelines of the City.
102. All signage on Imperial Highway shall be equipped with automatic dimmers for the nighttime hours.

APPROVED PLANS

103. No portion of the required off-street parking and driveway areas shall be used for outdoor storage of any type or for special-event activities, unless prior written approval is obtained from the Director of Planning, Director of Police Services, and the Fire Marshall.
104. All parking stalls shall be legibly marked on the pavement. Additionally, all compact spaces shall be further identified by having the words "Compact" or comparable wording legibly written on the pavement, wheel stop, or on a clearly visible sign.
105. The development shall be built substantially in accordance with the plot plan, floor plan, and elevations submitted by the applicant and on file with the case. Any modification shall be subject to the review and approval of the Director of Planning or his/her designee.
106. The final site plan, floor plan, and elevations of the proposed development and all other appurtenant improvements, textures, and color schemes shall be subject to the final approval of the Director of Planning.

107. The applicant understands and agrees that if changes to the original plans (submitted and on file with the subject case) are required during construction, revised plans shall be provided to the Planning Department for review and approval prior to the implementation of such changes. Please note that certain changes may also require approvals from other departments.

COMPLIANCE REVIEW

108. Conditional Use Permit Case No. 841 shall be subject to a compliance review in three years, on or before December 11, 2026, to ensure that the drive-through restaurant is still operating in strict compliance with these conditions of approval. Approximately three (3) months before December 11, 2026, the applicant shall request, in writing, an extension of the privileges granted herein, provided that the use has been continuously maintained in strict compliance with these conditions of approval.

PRIVILEGES GRANTED

109. Unless otherwise specified in the action granting a Conditional Use Permit (CUP), said CUP which has not been utilized or where some form of construction pursuant to the issuance of a building permit has not commenced within 12 months from the effective date (Approval Date), shall become null and void. Also, the abandonment or nonuse of a CUP for a period of 12 consecutive months shall terminate said CUP and any privileges granted thereunder shall become null and void. However, an extension of time may be granted by Commission or Council action. The Planning Commission may extend this period for one (1) year upon receipt of an application for a Time Extension request submitted by the applicant at least thirty days before the expiration date of this approval.
110. Unless otherwise specified in the action granting Development Plan Approval (DPA), said approval which has not been utilized within a period of 12 consecutive months from the effective date or where some form of construction pursuant to the issuance of a building permit has not commenced within one (1) year from approval, shall become null and void. Also, the abandonment or nonuse of a development plate approval for a period of 12 consecutive months shall terminate said development plan approval and any privileges granted thereunder shall become null and void. However, an extension of time may be granted by Commission or Council action. The Planning Commission may extend this period for one (1) year upon receipt of an application for a Time Extension request submitted by the applicant at least thirty days before the expiration date of this approval.

INDEMNITY

111. The applicant understands and agrees that if any term or condition of this approval is determined in whole or in part to be invalid or unenforceable, such

determination shall not affect the validity or enforceability of any other term or condition contained herein.

112. The applicant understands and agrees that this approval is subject to modification or revocation as set forth in the Santa Fe Springs Municipal Code. Grounds for modification or revocation include but are not limited to, Applicant's failure to comply with any condition of approval contained herein.
113. All other requirements of the City's Zoning Ordinance, Building Code, Property Maintenance Ordinance, State and City Fire Code, and all other applicable County, State, and Federal regulations and codes shall be complied with.
114. Unless otherwise specified in the action granting Development Plan Approval, said approval which has not been utilized within a period of 12 consecutive months from the effective date shall become null and void. Also, the abandonment or nonuse of a development plan approval and any privileges granted thereunder shall become null and void. However, an extension of time may be granted by Commission or Council action.
115. The applicant shall indemnify, protect, defend, and hold harmless, the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, from any and all claims, demands, law suits, writs of mandamus, and other actions and proceedings (whether legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative dispute resolutions procedures (including, but not limited to arbitrations, mediations, and other such procedures), (collectively "Actions"), brought against the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, that challenge, attack, or seek to modify, set aside, void, or annul, the any action of, or any permit or approval issued by, the City and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof (including actions approved by the voters of the City), for or concerning the project, whether such Actions are brought under the California Environmental Quality Act, the Planning and Zoning Law, the Subdivisions Map Act, Code of Civil Procedure Section 1085 or 1094.5, or any other state, federal, or local statute, law, ordinance, rule, regulation, or any decision of a court of competent jurisdiction. In addition, the applicant shall reimburse the City, its officials, officers, employees, agents, departments, agencies, for any Court costs and attorney's fees which the City, its agents, officers, or employees may be required by a court to pay as a result of such action. It is expressly agreed that the City shall have the right to approve, which approval will not be unreasonably withheld, the legal counsel providing the City's defense, and that applicant shall reimburse City for any costs and expenses directly and necessarily incurred by the City in the course of the defense. City shall promptly notify the applicant of any such claim, action or proceeding, and shall cooperate fully in the defense thereof.

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk

County of: Los Angeles

12400 Imperial Highway

Norwalk, CA 90650

From: (Public Agency): City of Santa Fe Springs

11710 Telegraph Road

Santa Fe Springs, CA 90670

(Address)

Project Title: New Raising Cane's Drive-Through Development

Project Applicant: Jay Higgins on behalf of Raising Cane's

Project Location - Specific:

12607 & 12623 Imperial Highway

Project Location - City: Santa Fe Springs

Project Location - County: Los Angeles

Description of Nature, Purpose and Beneficiaries of Project:

Lot Line Adjustment (No. 2023-02) to allow the consolidation of two existing parcels, a Development Plan Approval (Case No.1004) to allow the construction of a new ±2,899 sq. ft. drive-through restaurant building, and a Conditional Use Permit (Case No. 841) to allow a new restaurant use with drive-through services.

Name of Public Agency Approving Project: City of Santa Fe Springs

Name of Person or Agency Carrying Out Project: City of Santa Fe Springs

Exempt Status: **(check one):**

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☒ Categorical Exemption. State type and section number: Section 15302 (Replacement or Reconstruction)
- ☐ Statutory Exemptions. State code number: _____

Reasons why project is exempt:

The proposed development involves the demolition of an existing ±9,200 sq. ft. multi-tenant office and commercial building and thereafter, construct a new ±2,899 sq. ft. drive-through restaurant and associated improvements on the Project Site. Additionally, staff reviewed the Los Angeles County's California Office of Historic Preservation, Landmarks Listed and found that the project is not identified as a local, State, or Federally significant cultural resource. Lastly, the project site is not included on a Cortese list and is not identified on the EPA's database (Environfacts)

Lead Agency

Contact Person: Vince Velasco

Area Code/Telephone/Extension: (562) 868-0511 Ext. 7053

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? ☐ Yes ☐ No

Signature: _____ Date: _____ Title: _____

☐ Signed by Lead Agency ☐ Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: _____



Traffic Study

for:

Raising Cane's Project

In the City of Santa Fe Springs

October 2023

Kimley»Horn

TRAFFIC STUDY
FOR THE PROPOSED
RAISING CANE'S PROJECT
IN THE CITY OF SANTA FE SPRINGS

Prepared by:

Kimley-Horn and Associates, Inc.
1100 Town and Country Road, Suite 700
Orange, California 92868

October 2023

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TRAFFIC STUDY
FOR THE PROPOSED
RAISING CANE'S PROJECT
IN THE CITY OF SANTA FE SPRINGS

EXECUTIVE SUMMARY

This traffic study has been prepared to evaluate the project-related traffic effects associated with the proposed Raising Cane's fast-food restaurant ('Project') project in the City of Santa Fe Springs ('City'). This traffic study has been conducted in accordance with the City of Santa Fe Springs *Transportation Study Guidelines* (February 2023).

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

- Existing Conditions
- Opening Year 2024 Cumulative
- Opening Year 2024 Cumulative Plus Project

Under Existing Conditions, the study intersections currently operate at an acceptable Level of Service (LOS).

An annual ambient growth rate of 1% per year was added to Existing Conditions to develop Opening Year 2024 forecasts. Cumulative projects traffic volumes were added to Opening Year 2024 volumes.

Under Opening Year 2024 Cumulative conditions, all study intersections would continue to operate at an acceptable LOS.

The project is estimated to generate approximately 826 net new vehicle trips on a daily basis, with 22 net fewer trips during the AM peak hour, and 7 net new trips during the PM peak hour.

Project-related traffic volumes were added to Opening Year 2024 forecasts to establish the conditions for the Opening Year 2024 Cumulative Plus Project scenario. With the addition of project traffic, all study intersections would continue to operate at an acceptable LOS.

Direct vehicular access provisions to the project site would be provided via one full-movement driveway on Bloomfield Avenue, and one right-in right-out (RIRO) driveway on Imperial Highway. Both project driveways would be unsignalized.

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

There will be approximately 595 feet of total queuing lane capacity (approximately 300 feet per lane) from the opening of the two drive-through lanes to the two order boards and approximately 135 feet from the order boards to the pay and pick-up window. This would provide a total drive-through queue length of approximately 730 feet, for a drive-through queuing capacity of 33 vehicles, assuming 22 feet per vehicle, from the beginning of the drive-through lanes to the pick-up window.

During peak operations, which is expected to be during the lunch and dinner periods, the two drive-through lanes would not merge after the order boards, providing an additional pay and pick-up lane. The second pay and pick-up lane would provide an additional 135 feet of queue lane capacity, or 6 vehicles. This would provide a total drive-through queue length of approximately 865 feet, for a drive-through queuing capacity of 39 vehicles, assuming 22 feet per vehicle.

Based on the drive-through queuing data, the peak observed queue was 28 vehicles. The proposed site would have a drive-through queuing capacity of 39 vehicles; therefore, the proposed capacity would be able to accommodate the expected peak demand.

TRAFFIC STUDY
FOR THE PROPOSED
RAISING CANE'S PROJECT
IN THE CITY OF SANTA FE SPRINGS

INTRODUCTION

This traffic study has been prepared to evaluate the project-related traffic effects associated with the proposed Raising Cane's fast-food restaurant located on the northeast corner of Imperial Highway and Bloomfield Avenue in the City of Santa Fe Springs.

This study has been conducted in coordination with City of Santa Fe Springs staff and in accordance with the City of Santa Fe Springs *Transportation Study Guidelines* (February 2023). This study includes an evaluation of project-related effects on the surrounding roadway system, a drive-through queuing analysis, and a Vehicle Miles Traveled (VMT) screening. Where necessary, circulation system improvements have been identified at the study locations.

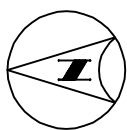
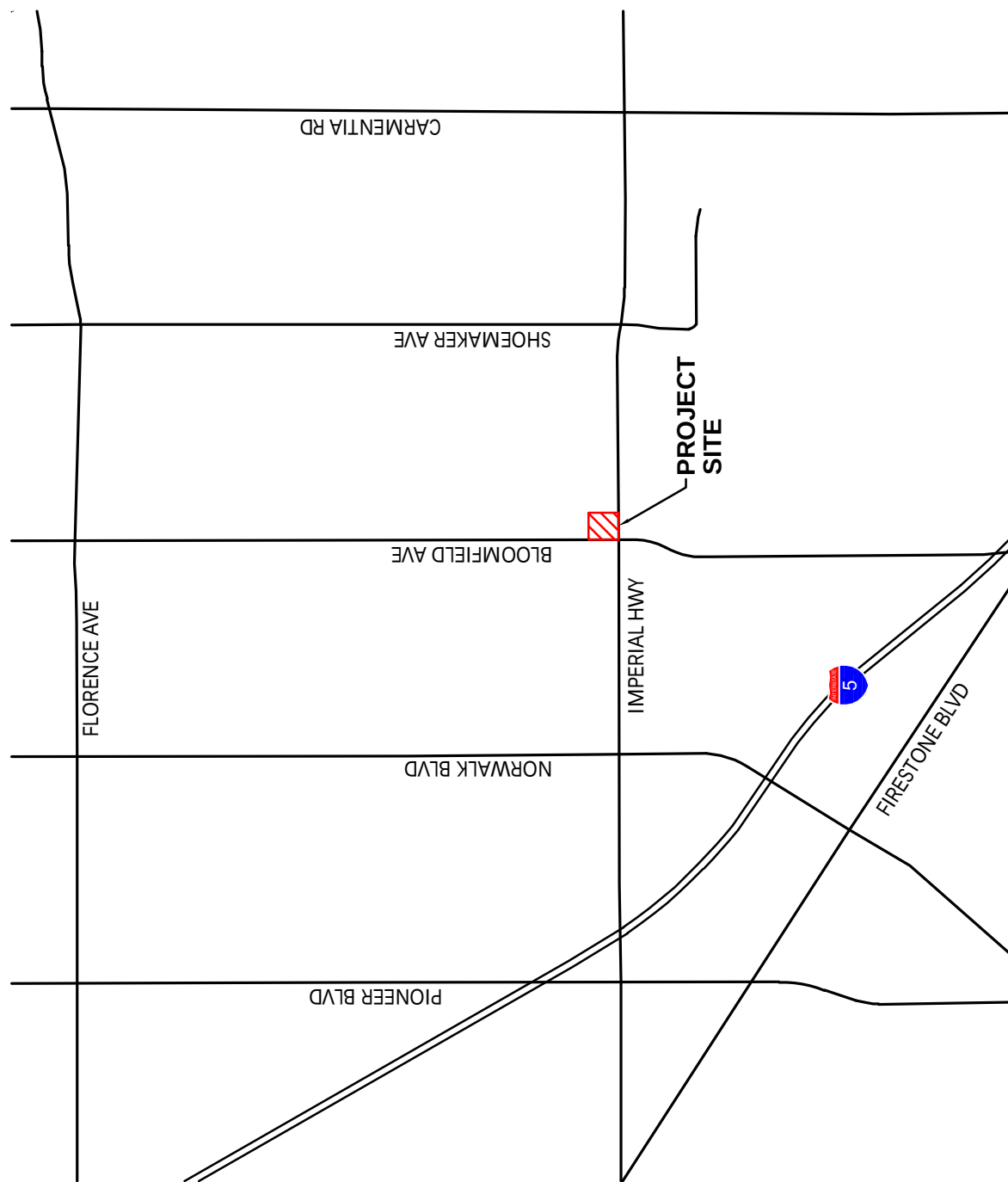
PROJECT DESCRIPTION

The project site is located on the northeast corner of Imperial Highway and Bloomfield Avenue in the City of Santa Fe Springs and is shown in its regional setting on Figure 1. The site is currently occupied by an approximately 9,200 square-foot (SF) strip retail plaza. The project will involve the demolition of the existing buildings and the construction of a 2,899 square-foot Raising Cane's restaurant building with a drive-through. A copy of the project site plan is provided on Figure 2.

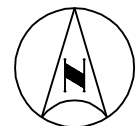
Vehicular access provisions to the project site would be provided via one full-movement driveway on Bloomfield Avenue, and one right-in right-out (RIRO) driveway on Imperial Highway. Both project driveways would be unsignalized.

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

FIGURE 1
VICINITY MAP



NOT TO SCALE



NOT TO SCALE

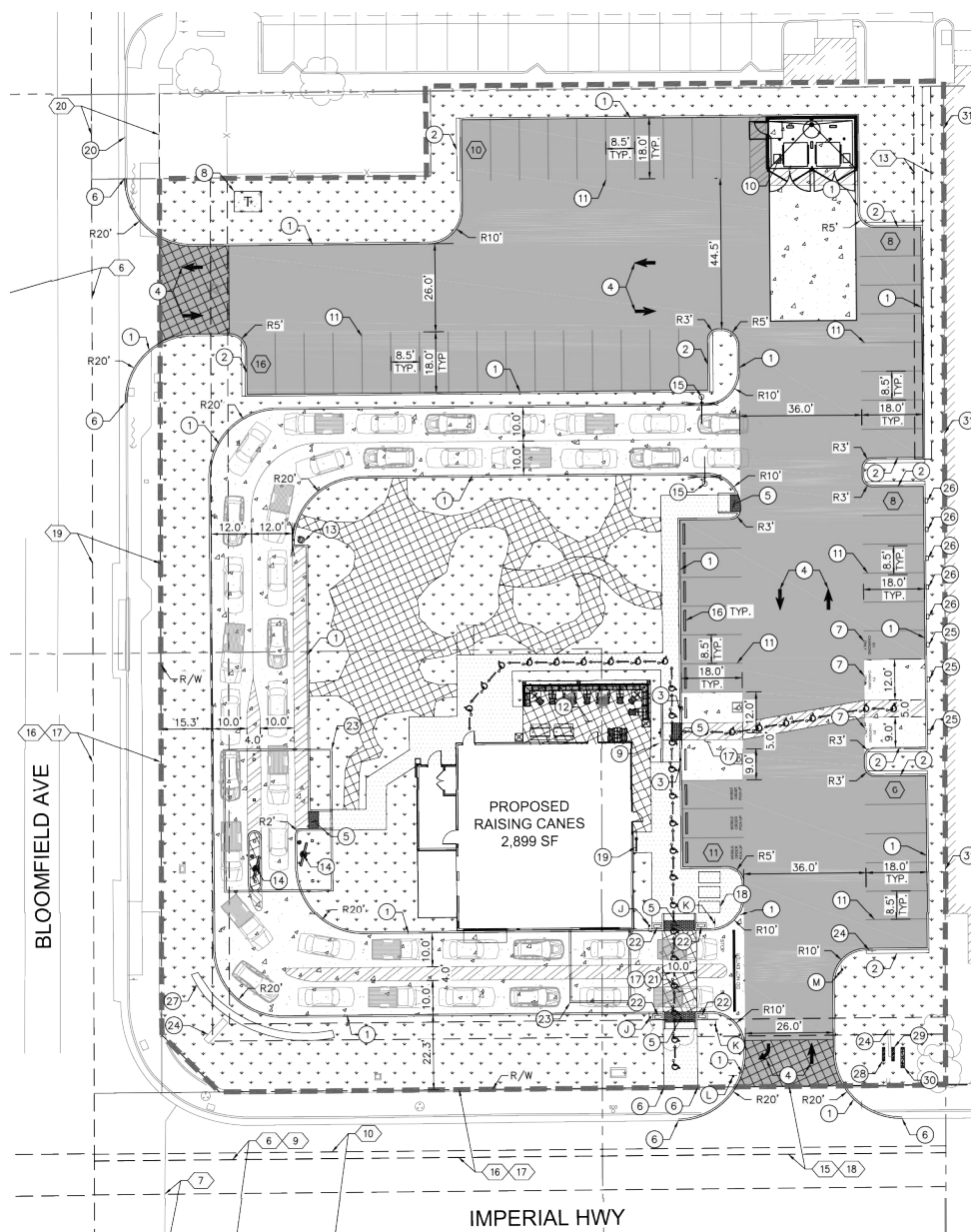


FIGURE 2
PROJECT SITE PLAN

LEVEL OF SERVICE (LOS) ANALYSIS

This Level of Service (LOS) analysis has been prepared in coordination with City of Santa Fe Springs *Transportation Study Guidelines*.

Analysis Scenarios

The project will be evaluated for the following conditions:

- Existing Conditions
- Opening Year 2024 Cumulative
- Opening Year 2024 Cumulative Plus Project

Study Locations

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

1. Imperial Highway at Norwalk Boulevard
2. Imperial Highway at Bloomfield Avenue
3. Imperial Highway at Shoemaker Avenue
- D1. Bloomfield Avenue at Project Driveway
- D2. Imperial Highway 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*. Existing lane configurations and traffic control for the study intersections are shown on Figure 3.

Analysis Methodology

Peak hour intersection operations at the study intersections were evaluated using the methods prescribed in the Highway Capacity Manual (HCM) 7th Edition, consistent with the requirements of the City of Santa Fe Springs.

The intersection analysis for the proposed project has been accomplished using the VISTRO software program and using the specified input parameters outlined in the City's *Transportation Study Guidelines*.

For signalized intersections, the HCM methodology estimates the average delay (in average seconds per vehicle) for each of the movements through the intersection, considering a number of factors, including number of lanes, volume of traffic, cycle length, and signal timing and phasing.

For unsignalized intersections, the HCM methodology determines the average total delay, expressed in seconds of delay per vehicle for left turns from the major street and from the stop-controlled minor street traffic stream for a two-way stop controlled (TWSC) intersection. Delay values are calculated based on the relationship between traffic on the major street and the availability of acceptable “gaps” in this stream through which conflicting traffic movements can be made. For TWSC intersections the LOS is based on the turning movement with the highest average delay.

The HCM delay forecast translates to an LOS designation, ranging from LOS A to LOS F. A summary description of each LOS and the corresponding delay is provided in the following charts:

LEVEL OF SERVICE DEFINITIONS	
Level of Service	Description
A	No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily and nearly all drivers find freedom of operation.
B	This service level represents stable operation, where an occasional approach phase is fully utilized, and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted but not objectionably so.
D	This level encompasses a zone of increasing restriction, approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand.
F	This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. Speeds are reduced substantially, and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, both speed and volume can drop to zero.

LEVEL OF SERVICE CRITERIA FOR SIGNALIZED AND UNSIGNALIZED INTERSECTIONS		
Level of Service	Signalized Intersection (Average delay per vehicle, in seconds) ¹	Unsignalized Intersections (Average delay per vehicle, in seconds) ²
A	≤ 10	0 – 10
B	> 10 – 20	> 10 – 15
C	> 20 – 35	> 15 – 25
D	> 35 – 55	> 25 – 35
E	> 55 – 80	> 35 – 50
F	> 80	> 50

¹ Source: Highway Capacity Manual (HCM 7th Edition), Exhibit 19-8.

² Source: Highway Capacity Manual (HCM 7th Edition), Exhibit 20-2.

Performance Criteria

The City of Santa Fe Springs Level of Service standard for peak hour intersection operation is Level of Service D (LOS D). Intersection improvements would be required if the following conditions are met:

Signalized intersections:

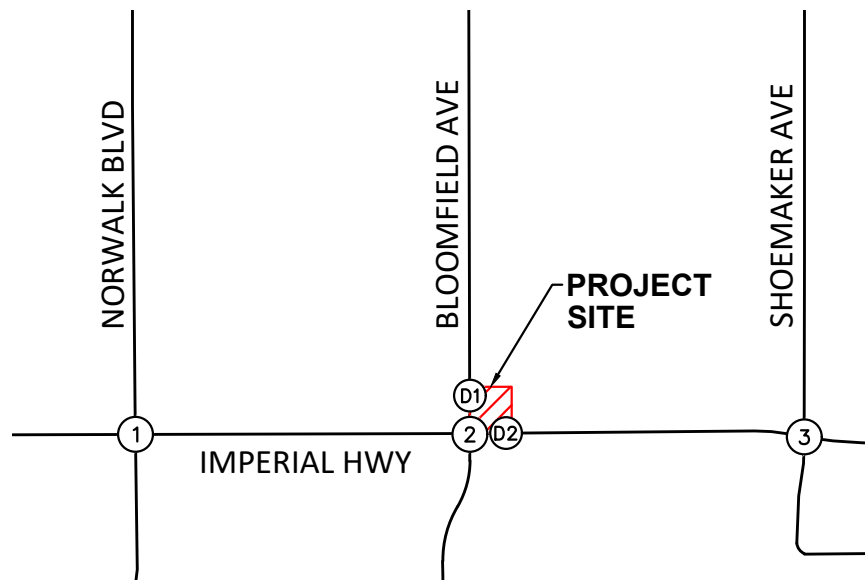
- For an intersection with LOS D or better, the addition of project traffic results in the degradation of intersection operations to LOS E or F.
- For an intersection with LOS E or F, the addition of project traffic results in any degradation of intersection operations.

Unsignalized intersections:

- For an intersection with LOS D or better, the addition of project traffic results in the degradation of any individual movement at the intersection to LOS E or F, or for an intersection with LOS E or F, the addition of project traffic results in the degradation of any individual movement, and
- The intersection meets peak hour signal warrants either caused by project volumes, or project volumes are added at an intersection that meets peak hour signal warrants in the baseline scenario(s). Peak hour signal warrants should be determined based on the latest California Manual on Uniform Traffic Control Devices (CA MUTCD).



NOT TO SCALE



1. Imperial Hwy at Norwalk Blvd	2. Imperial Hwy at Bloomfield Ave	3. Imperial Hwy at Shoemaker Ave
D1. Bloomfield Ave at Project Driveway	D2. Imperial Hwy at Project Driveway	
FUTURE INTERSECTION	FUTURE INTERSECTION	

LEGEND:

- = Study Intersection
- = Turn or Through Lane
- = Signal
- = Stop Sign
- D = De Facto Right-Turn
- OVL = Right-Turn Overlap

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

AREA CONDITIONS

Existing Street System

Regional access to the site is provided by Interstate 5 (I-5) located approximately 0.9 miles west of the project site. The following provides a description of the local roadways providing access to the project area.

Imperial Highway is a west-east roadway that provides three lanes in each direction, divided by a raised median west of Bloomfield Avenue and a painted median east of Bloomfield Avenue. The posted speed limit is 40 miles per hour (mph) west of Bloomfield Avenue and 45 mph east of Bloomfield Avenue. On-street parking is prohibited on both sides of the roadway. Imperial Highway is designated as a Major Arterial in the City of Santa Fe Springs General Plan.

Norwalk Boulevard is a north-south roadway that provides three lanes in each direction, divided by a raised median. The posted speed limit is 40 mph, and on-street parking is prohibited on both sides of the roadway. Norwalk Boulevard is designated as a Major Arterial in the City of Santa Fe Springs General Plan.

Bloomfield Avenue is a north-south roadway that provides two lanes in each direction. Bloomfield Avenue is divided by a raised median south of Imperial Highway and a two-way left-turn lane (TWLTL) north of Imperial Highway. The posted speed limit is 45 mph, and on-street parking is prohibited on both sides of the roadway. Bloomfield Avenue is designated as a Major Arterial in the City of Santa Fe Springs General Plan.

Shoemaker Avenue is a north-south roadway the provides two lanes in each direction north of Imperial Highway and one lane in each direction south of Imperial Highway. The posted speed limit is 40 mph north of Imperial Highway and 25 mph south of Imperial Highway. On-street parking is prohibited on both sides of the roadway south of Imperial Highway and permitted on both sides of the roadway north of Imperial Highway. Shoemaker Avenue is designated as a Secondary roadway in the City of Santa Fe Springs General Plan.

Transit Service

Transit service to the project area is provided by Norwalk Transit, which serves Norwalk and the surrounding area. The bus stop closest to the project site is located on the northeast corner of Imperial Highway and Bloomfield Avenue, adjacent to the project site. A description of the bus routes serving the project area is provided below.

Norwalk Transit Route 4 (Imperial Highway/Metrolink Station) operates between Norwalk and Santa Fe Springs along Imperial Highway. Transit service operates Monday through Friday from approximately 4:15 AM to 10:45 PM with approximately 30-minute headways. Transit service operates on weekends from approximately 6:45 AM to 6:40 PM with approximately 40-minute headways.

Norwalk Transit Route 7 (Green Line Station/El Monte Station, Formerly Metro Line 270) operates between Norwalk and El Monte along Santa Fe Springs Road in the project vicinity. Transit service operates Monday through Friday from approximately 5:35 AM to 7:50 PM with approximately 50-minute headways. Transit service operates Saturday from approximately 6:00 AM to 6:45 PM with approximately 50-minute headways. Route 7 does not operate on Sundays.

EXISTING OPERATING CONDITIONS

Existing Traffic Volumes

The intersection analysis was conducted for the evening peak hour. Existing PM peak hour turning movement counts for the study intersections were collected on a typical weekday in September 2023. The resulting existing baseline traffic volumes are presented on Figure 4. Peak hour intersection traffic count worksheets are provided in *Appendix B*.

Peak Hour Intersection Operations

Intersection LOS analysis was conducted for the PM peak hour using the analysis procedures and assumptions described previously in this report. The results of the intersection analysis for Existing Conditions are shown on Table 1. Intersection analysis worksheets are provided in *Appendix C*.

Review of this table indicates that all study intersections currently operate at an acceptable Level of Service.

OPENING YEAR 2024 CUMULATIVE CONDITIONS

The project opening year is anticipated to be 2024. Lane configuration and traffic control were assumed to be the same as existing. Opening Year 2024 Cumulative traffic forecasts have been developed by adding an ambient growth rate of one percent per year to existing traffic volumes.

Cumulative Projects

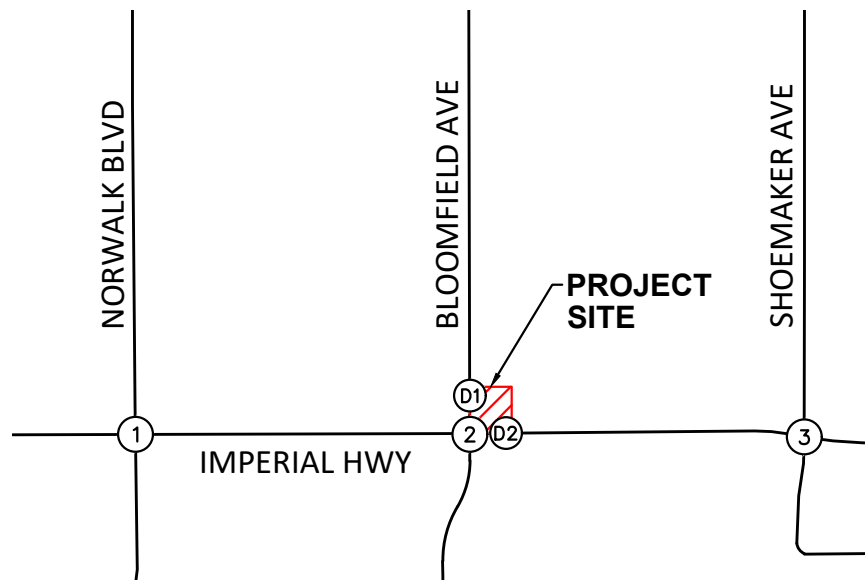
In addition to ambient growth, Cumulative Project traffic volumes are added to existing traffic volumes. Information regarding Cumulative Projects in the area was provided by the City of Norwalk and City of Santa Fe Springs websites. Cumulative Projects consist of development projects that have been approved but are not yet constructed/occupied, and projects that are in various stages of the application and approval process but have not yet been approved. A summary of Cumulative Projects in the project vicinity and the trip generation associated with each is provided on Table 2. The locations of the Cumulative Projects are shown on Figure 5.

Trip generation information for the Cumulative Projects was obtained from approved traffic studies, where available; or was developed by Kimley-Horn if approved traffic studies were not available. Likewise, trip distribution and assignment for the Cumulative Projects were either obtained from approved traffic studies, where available; or were developed by Kimley-Horn if approved traffic studies were not available. Project information and trip distribution assumptions for Cumulative Projects are provided in *Appendix D*. Traffic volumes associated with Cumulative Projects were compiled for each of the study intersections and are shown on Figure 6.

The ambient growth and the project-related traffic volumes from the Cumulative Projects were added to the Existing peak hour volumes to develop Opening Year 2024 Cumulative traffic forecasts. The resulting traffic volumes are shown on Figure 7.



NOT TO SCALE



1. Imperial Hwy at Norwalk Blvd	2. Imperial Hwy at Bloomfield Ave	3. Imperial Hwy at Shoemaker Ave
Diagram showing turning movement volumes for Imperial Hwy at Norwalk Blvd. The diagram is divided into four quadrants by a horizontal line (Imperial Hwy) and a vertical line (Norwalk Blvd). Arrows indicate the direction of traffic flow, and numbers represent the volume for each movement.	Diagram showing turning movement volumes for Imperial Hwy at Bloomfield Ave. The diagram is divided into four quadrants by a horizontal line (Imperial Hwy) and a vertical line (Bloomfield Ave). Arrows indicate the direction of traffic flow, and numbers represent the volume for each movement.	Diagram showing turning movement volumes for Imperial Hwy at Shoemaker Ave. The diagram is divided into four quadrants by a horizontal line (Imperial Hwy) and a vertical line (Shoemaker Ave). Arrows indicate the direction of traffic flow, and numbers represent the volume for each movement.
D1. Bloomfield Ave at Project Driveway	D2. Imperial Hwy at Project Driveway	
FUTURE INTERSECTION	FUTURE INTERSECTION	

LEGEND:



= Study Intersection

XX

= PM Peak Hour
Turning Movement
Volumes

**FIGURE 4
EXISTING TRAFFIC VOLUMES**

TABLE 1
SUMMARY OF INTERSECTION OPERATION
EXISTING CONDITIONS

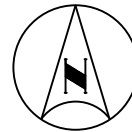
Int. #	Intersection	Traffic Control	PM Peak Hour	
			Delay	LOS
1	Imperial Highway at Norwalk Boulevard	S	32.8	C
2	Imperial Highway at Bloomfield Avenue	S	42.6	D
3	Imperial Highway at Shoemaker Avenue	S	21.2	C

Notes:

- Bold values indicate intersections operating at an unacceptable Level of Service
 - Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.
- S = Signalized; U = Unsignalized

TABLE 2
SUMMARY OF CUMULATIVE PROJECTS TRIP GENERATION

Project #	Project Name	Location	Land Use	Quantity	Unit	Trip Generation Estimates						
						Daily	AM Peak Hour			PM Peak Hour		
							In	Out	Total	In	Out	Total
City of Santa Fe Springs												
1	Breitburn Industrial L.P.	NWC Telegraph Rd / Santa Fe Springs Rd	Warehousing	318.121	KSF	544	42	12	54	16	41	57
2	Golden State	13020 Telegraph Rd	Mini-Warehouse	97.506	KSF	141	5	4	9	7	8	15
3	Coast to Coast Commercial, LLC	10712 Laurel Ave	Fast-Food Restaurant w/ Drive-thru	5.452	KSF	2,549	124	119	243	94	86	180
4	Greenstone SFS, LLC	11401 Greenstone Ave	Warehousing	144.434	KSF	247	19	6	25	7	19	26
5	Bridge	13900 Carmenita Rd	Warehousing	150.548	KSF	257	20	6	26	8	20	28
6	Maersk/DAMCO	12801 Excelsior Dr	Warehousing	20.100	KSF	34	3	1	4	1	3	4
City of Norwalk												
7	Tesla Store	11729 Imperial Hwy	Automobile Sales (New)	124.482	KSF	3,466	169	62	231	120	181	301
8	Civic Center Plaza Commercial Building	12241 Imperial Hwy	Strip Retail Plaza (<40k)	9.600	KSF	523	14	9	23	32	32	64
9	Norwalk Entertainment District	12700 Norwalk Blvd	Multifamily Housing (Mid-Rise)	350	DU	1,589	30	100	130	83	53	136
			Shopping Plaza (40-150k)	110.000	KSF	10,394	241	148	389	477	517	994
10	Quick Quack Car Wash	11642 Firestone Blvd	Automated Car Wash	3.511	KSF	*	*	*	*	25	25	50
11	Pollo Campero Drive-Through	12843 Norwalk Blvd	Fast-Food Restaurant w/ Drive-thru	2.393	KSF	1,119	54	52	106	41	38	79
12	Norwalk Transit Village	13200 Bloomfield Ave	Single-Family Attached Housing	118	DU	850	18	39	57	38	29	67
			Multifamily Housing (Mid-Rise)	654	DU	2,969	56	186	242	156	99	255
			Shopping Plaza (40-150k)	13.500	KSF	1,276	30	18	48	59	63	122
			Recreational Community Center	10.000	KSF	288	13	6	19	12	13	25
			Hotel	150	Room	1,199	39	30	69	45	43	88
			Public Park	4	Acre	3	0	0	0	0	0	0
13	Norwalk/Rosecrans Commercial Building	12217 Rosecrans Ave	Strip Retail Plaza (<40k)	8.715	KSF	475	12	8	20	29	29	58
14	Rosecrans/Marilla Single Family Project	13310 Rosecrans Ave	Single-Family Detached Housing	3	DU	28	1	2	3	2	1	3
15	Carmentia Warehouse	14516 Carmentia Rd	Warehousing	81.210	KSF	139	11	3	14	4	11	15
Total Project Trips						28,090	901	811	1,712	1,256	1,311	2,567
KSF = Thousand Square Feet, DU = Dwelling Units ADT = Average Daily Traffic												



NOT TO SCALE



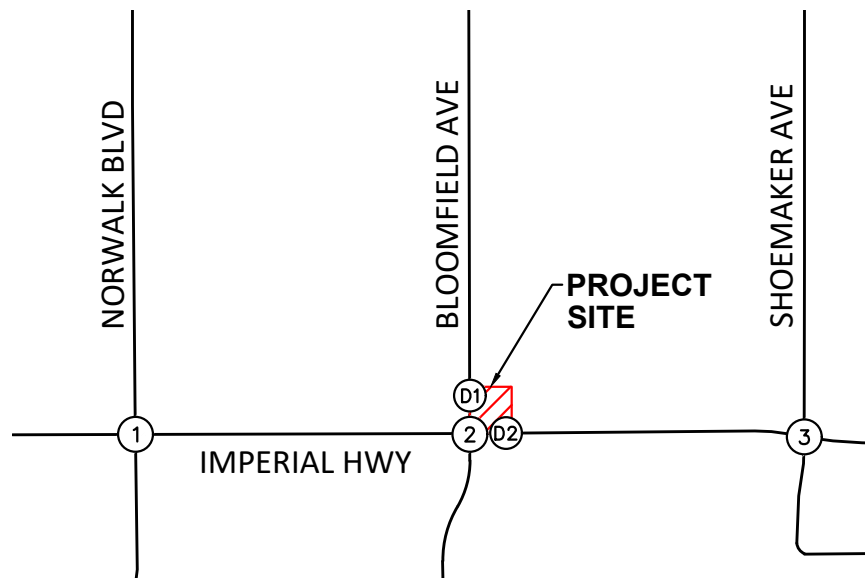
LEGEND:

(X) = Cumulative Project

**FIGURE 5
LOCATION OF CUMULATIVE PROJECTS**



NOT TO SCALE



1. Imperial Hwy at Norwalk Blvd	2. Imperial Hwy at Bloomfield Ave	3. Imperial Hwy at Shoemaker Ave
D1. Bloomfield Ave at Project Driveway	D2. Imperial Hwy at Project Driveway	

LEGEND:



= Study Intersection

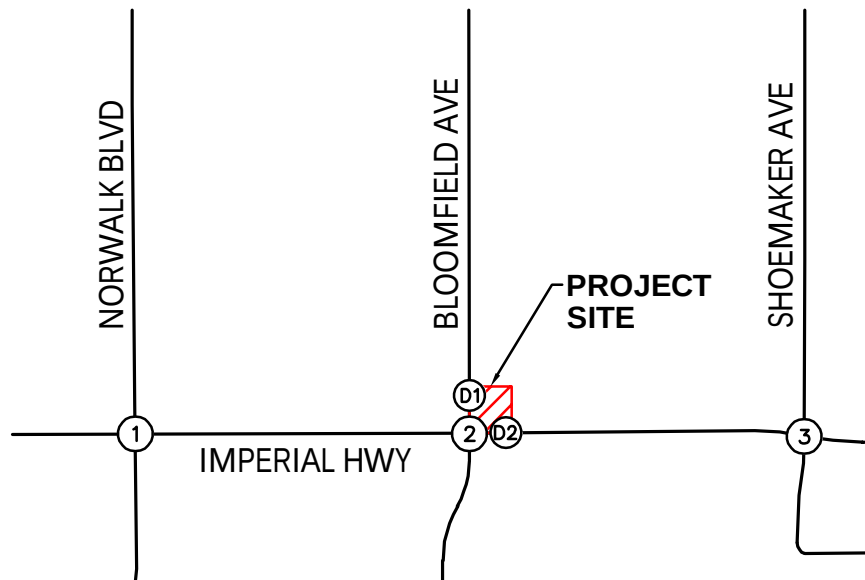
XX

= PM Peak Hour
Turning Movement
Volumes

**FIGURE 6
CUMULATIVE PROJECT TRAFFIC
VOLUMES**



NOT TO SCALE



1. Imperial Hwy at Norwalk Blvd	2. Imperial Hwy at Bloomfield Ave	3. Imperial Hwy at Shoemaker Ave
D1. Bloomfield Ave at Project Driveway	D2. Imperial Hwy at Project Driveway	
FUTURE INTERSECTION	FUTURE INTERSECTION	

LEGEND:



= Study Intersection

xx

= PM Peak Hour
Turning Movement
Volumes

FIGURE 7
OPENING YEAR 2024 CUMULATIVE
TRAFFIC VOLUMES

TABLE 3
SUMMARY OF INTERSECTION OPERATION
OPENING YEAR 2024 CUMULATIVE

Int. #	Intersection	PM Peak Hour	
		Delay	LOS
1	Imperial Highway at Norwalk Boulevard	37.3	D
2	Imperial Highway at Bloomfield Avenue	51.1	D
3	Imperial Highway at Shoemaker Avenue	21.5	C

Notes:

- Bold values indicate intersections operating at an unacceptable Level of Service
- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.

Peak Hour Intersection Operations

Intersection Level of Service analysis was conducted for the PM peak hour for the Project Opening Year 2024 Cumulative condition. The scenario results of the intersection analysis are shown on Table 3. Copies of Opening Year 2024 Cumulative intersection analysis worksheets are provided in *Appendix C*.

Review of this table indicates that all study intersections would continue to operate at an acceptable LOS.

PROJECT TRAFFIC

Project Trip Generation

Trip generation estimates for the existing and proposed land uses are based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition) average rates for Strip Retail Plaza (<40k) (ITE Land Use 822) and Fast-food Restaurant with Drive-through (ITE Land Use 934). Pass-by reduction factors were applied to applicable uses based on the ITE Trip Generation Manual (11th Edition).

The trip generation rates, and the resulting trip generation estimates for the proposed Raising Cane's project are summarized on Table 4. The proposed project is estimated to generate 1,355 daily trips with 96 trips (50 inbound and 46 outbound) in the evening peak hour. After applying pass-by reduction factors the proposed project would generate 1,302 net new trips on a daily basis with 43 trips (29 inbound and 27 outbound) in the evening peak hour.

Compared to the existing use, the proposed project would generate 825 net new vehicle trips on a daily basis, with 22 net fewer vehicle trips during the AM peak hour, and 7 net new vehicle trips during the PM peak hour. As a conservative approach, existing use credits were not applied in the "Plus Project" analysis scenarios.

Trip Distribution and Assignment

Trip distribution assumptions for the project were based on proximity to regional and local roadways and existing travel patterns. Trip distribution percentages at each study intersection were applied to the project trip generation to determine the project trips through each intersection. The project trip distribution and resulting project-related peak hour trips to be added to the surrounding street system are shown on Figure 8.

OPENING YEAR 2024 CUMULATIVE PLUS PROJECT CONDITIONS

Project-related traffic was added to the Opening Year 2024 Cumulative traffic volumes. Opening Year 2024 Cumulative Plus Project traffic volumes at the study intersections are shown on Figure 9.

TABLE 4
SUMMARY OF PROJECT TRIP GENERATION COMPARISON
SANTA FE SPRINGS RAISING CANE'S

Land Use	ITE Code	Unit	Trip Generation Rates ¹						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Strip Retail Plaza (<40k)	822	KSF	54.450	1.416	0.944	2.360	3.295	3.295	6.590
Fast-Food Restaurant w/ Drive-thru	934	KSF	467.480	22.751	21.859	44.610	17.176	15.854	33.030
Land Use	Quantity	Unit	Trip Generation Estimates						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Existing Use									
Strip Retail Plaza (<40k)	9.200	KSF	501	13	9	22	30	30	60
Pass-by Trips (0% AM, 40% PM) ^{1,2}			-24	0	0	0	-12	-12	-24
Total Existing Trips			477	13	9	22	18	18	36
Proposed Use									
Fast-Food Restaurant w/ Drive-thru	2.899	KSF	1,355	-- ³	-- ³	-- ³	50	46	96
Pass-by Trips (0% AM, 55% PM) ^{1,2}			-53	--	--	--	-28	-25	-53
Total Proposed Project Trips			1,302	--	--	--	23	21	43
Net Difference (Proposed Minus Existing)			825	-13	-9	-22	5	3	7

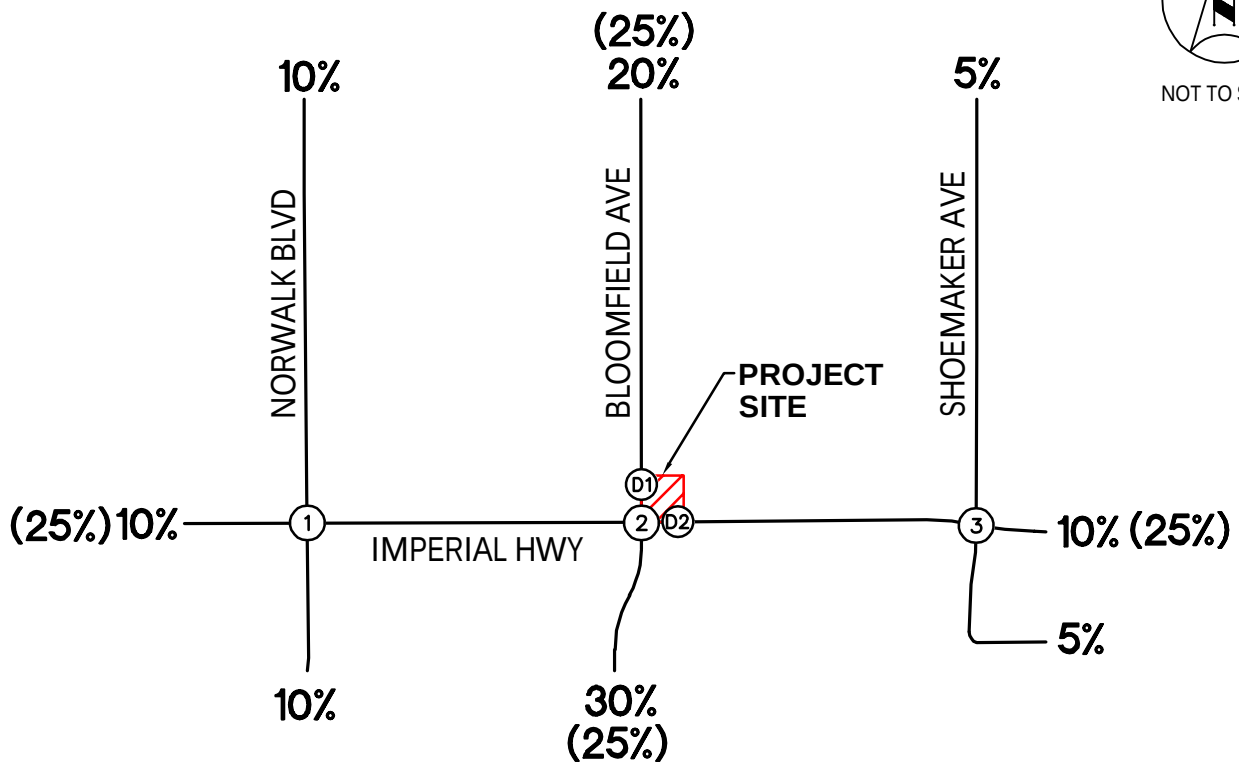
¹ Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition

² Note: The ITE Trip Generation Manual does not provide pass-by rates for daily trip generation. The daily pass-by trips shown are the sum of the AM and the PM pass-by trips.

³ Raising Cane's is not open during the AM Peak Hour



NOT TO SCALE



1. Imperial Hwy at Norwalk Blvd	2. Imperial Hwy at Bloomfield Ave	3. Imperial Hwy at Shoemaker Ave
D1. Bloomfield Ave at Project Driveway	D2. Imperial Hwy at Project Driveway	

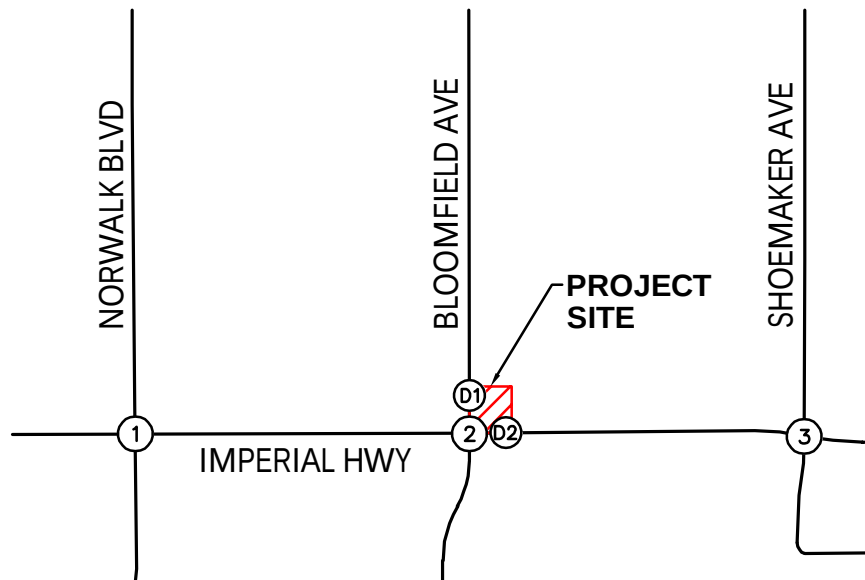
LEGEND:

- (X) = Study Intersection
- XX% = Trip Distribution Percentage
- (YY%) = Pass-By Distribution
- xx = PM Peak Hour Turning Movement Volumes

FIGURE 8
TRIP DISTRIBUTION AND
PROJECT-RELATED TRAFFIC VOLUMES



NOT TO SCALE



1. Imperial Hwy at Norwalk Blvd	2. Imperial Hwy at Bloomfield Ave	3. Imperial Hwy at Shoemaker Ave
D1. Bloomfield Ave at Project Driveway	D2. Imperial Hwy at Project Driveway	

LEGEND:



= Study Intersection

xx

= PM Peak Hour
Turning Movement
Volumes

FIGURE 9
OPENING YEAR 2024 CUMULATIVE
PLUS PROJECT TRAFFIC VOLUMES

TABLE 5
SUMMARY OF INTERSECTION OPERATION
OPENING YEAR 2024 CUMULATIVE PLUS PROJECT

Int. #	Intersection	PM Peak Hour					
		Without Project		With Project		Change Delay	Project Effect?
		Delay	LOS	Delay	LOS		
1	Imperial Highway at Norwalk Boulevard	37.3	D	37.6	D	0.3	No
2	Imperial Highway at Bloomfield Avenue	51.1	D	52.5	D	1.4	No
3	Imperial Highway at Shoemaker Avenue	21.5	C	21.6	C	0.1	No
D1	Bloomfield Avenue at Project Driveway	-	-	26.8	D	-	No
D2	Imperial Highway at Project Driveway	-	-	18.8	C	-	No

Notes:

- Bold values indicate intersections operating at an unacceptable Level of Service
- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.

Peak Hour Intersection Operations

Intersection LOS analysis was conducted for the PM peak hour for the Opening Year 2024 Cumulative Plus Project condition. The scenario results of the intersection analysis are shown on Table 5. Review of this table indicates that all study intersections would continue to operate at an acceptable LOS with the addition of project traffic.

RECOMMENDED IMPROVEMENTS

Based on the LOS standards and requirements for improvements noted earlier in the report (see page 8), no improvements are required for the project.

DRIVE-THROUGH QUEUING ANALYSIS

A drive-through queuing analysis has been conducted for the proposed project to evaluate the adequacy of the drive-through lane queuing capacity.

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

There will be approximately 595 feet of total queuing lane capacity (approximately 300 feet per lane) from the opening of the two drive-through lanes to the two order boards and approximately 135 feet from the order boards to the pay and pick-up window. This would provide a total drive-through queue length of approximately 730 feet, for a drive-through queuing capacity of 33 vehicles, assuming 22 feet per vehicle, from the beginning of the drive-through lanes to the pick-up window.

During peak operations, which is expected to be during the lunch and dinner periods, the two drive-through lanes would not merge after the order boards, providing an additional pay and pick-up lane. The second pay and pick-up lane would provide an additional 135 feet of queue lane capacity, or 6 vehicles. This would provide a total drive-through queue length of approximately 865 feet, for a drive-through queuing capacity of 39 vehicles, assuming 22 feet per vehicle.

Drive-Through Queuing Data Collection

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

- City of Laguna Hills: 23971 El Toro Road (~2,800 SF; DT Lane Capacity: 8 vehicles)
- City of Orange: 2249 North Tustin Street (~3,823 SF; DT Lane Capacity: 8 vehicles)
- City of Riverside: 11066 Magnolia Avenue (~4,700 SF; DT Lane Capacity: 11 vehicles)
- City of Santee: 8867 Cuyamaca Street (~3,832 SF; DT Lane Capacity: 24 Vehicles)

At the time of data collection, the Laguna Hills, Orange, and Riverside sites did not have dual side-by-side drive-through lanes or dual order boards.

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

- A Raising Cane's restaurant with a drive-through lane
- Located in Southern California
- Located in close proximity to a freeway
- Located at or adjacent to a shopping center
- Located on or near the intersection of two major arterial roadways

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:
 - o 11:00 AM – 2:00 PM (lunchtime)
 - o 4:00 PM – 7:00 PM (commute peak hour / dinnertime)
- Orange Site:
 - o 12:00 PM – 2:30 PM (lunchtime)
 - o 7:00 PM – 9:30 PM (dinnertime)
- Riverside Site:
 - o 11:00 AM – 2:00 PM (lunchtime)
 - o 4:00 PM – 7:00 PM (commute peak hour / dinnertime)
- Santee Site:
 - o 11:00 AM – 2:00 PM (lunchtime)
 - o 4:00 PM – 7:00 PM (commute peak hour / dinnertime)

A copy of the drive-through queuing data collection worksheets is provided in *Appendix E*. The results of the observations are summarized in Table 6 and Table 7 for a typical weekday and Saturday, respectively. The data summaries in Tables 6 and 7 present the number of vehicles in the drive-through lane, broken down into 15-minute periods, based on the observed average queue, 85th percentile queue, and the peak queue for each of the data collection periods.

Drive-Through Queuing Observations

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

Laguna Hills Site

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

Orange Site

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

Riverside Site

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

Santee Site

- The peak 15 minutes during the weekday lunch-time peak was from 1:00 PM to 1:15 PM, with an average queue of 18 vehicles and a peak queue of 21 vehicles.
- The peak 15 minutes during the weekday dinner-time peak was from 5:45 PM to 6:00 PM, with an average queue of 23 vehicles and a peak queue of 28 vehicles.
- The peak 15 minutes during the Saturday lunch-time peak was from 12:30 PM to 12:45 PM, with an average queue of 23 vehicles and a peak queue of 26 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 20 vehicles and a peak queue of 23 vehicles.

General Observations

- At the Raising Cane's sites, spillovers outside the drive-through lane opening were observed to occur occasionally and to last briefly.
- On occasion, the spillover outside the drive-through lane was due to a delay at the order board, rather than a lack of capacity in the drive-through lane itself. A more-than-average delay at the order board (i.e., due to a large order, or indecisiveness on the part of the customer) would briefly hold up the movement of the queue, sometimes causing the remainder of the queue to extend beyond the drive-through lane opening. When the vehicle at the order board finished the ordering process and pulled forward, the remaining cars in the queue would once again move through the order and pick-up process at the normal pace, and the gap between the order board and the pick-up window would fill in.
- Some customers were observed to pull into the site; evaluate the wait time, based on the vehicle queue; and choose to park and go into the building, rather than join the existing queue.
- Based on the drive-through queuing data, the peak observed queue was 28 vehicles. The proposed site would have a drive-through queuing capacity of 39 vehicles; therefore, the proposed capacity would be able to accommodate the expected peak demand.

TABLE 6
SUMMARY OF DRIVE-THROUGH QUEUING DATA COLLECTION
RAISING CANE'S - TYPICAL WEEKDAY
AVERAGE, 85TH PERCENTILE, AND PEAK QUEUES

Time Period	Number of Drive-through Vehicles in the Queue											
	Average Queue				85th %-ile ¹ Queue				Peak Queue			
	Laguna Hills	Orange	Riverside	Santee	Laguna Hills	Orange	Riverside	Santee	Laguna Hills	Orange	Riverside	Santee
Lunch												
11:00-11:15 AM	1.5		1.7	3.9	2.7		3.0	6.0	3		4	7
11:15-11:30 AM	1.7		3.1	10.4	2.0		5.0	15.0	3		6	16
11:30-11:45 AM	2.6		1.1	14.4	4.0		2.0	15.9	5		2	17
11:45-12:00 PM	4.1		3.0	16.0	7.2		4.0	17.9	11		5	18
12:00-12:15 PM	3.9	5.6	5.4	15.5	7.0	7.0	7.0	17.0	9	14	8	18
12:15-12:30 PM	9.0	6.6	4.9	15.7	13.0	8.0	7.9	16.9	15	13	9	18
12:30-12:45 PM	10.6	7.0	7.8	15.9	12.8	9.0	9.9	16.9	13	10	12	19
12:45-1:00 PM	7.0	9.7	5.6	15.7	9.0	13.0	6.9	18.8	9	16	7	19
1:00-1:15 PM	5.2	9.0	5.2	18.3	7.0	11.0	7.0	20.9	8	13	8	21
1:15-1:30 PM	5.8	6.6	6.6	14.9	8.0	9.0	9.0	17.0	10	11	10	19
1:30-1:45 PM	2.8	3.9	4.5	11.9	5.0	5.0	7.0	15.0	6	7	9	16
1:45-2:00 PM	3.5	3.6	5.0	8.5	4.5	5.0	6.0	10.9	6	6	7	14
2:00-2:15 PM		3.6				5.0				5		
2:15-2:30 PM		2.9				5.0				6		
Highest Value	10.6	9.7	7.8	18.3	13.0	13.0	9.9	20.9	15	16	12	21
Dinner												
4:00-4:15 PM	5.6		3.5	2.4	7.0		5.0	3.8	8		6	7
4:15-4:30 PM	6.2		2.0	6.3	8.0		3.0	8.9	9		4	12
4:30-4:45 PM	5.9		3.8	11.3	7.0		6.0	13.0	9		7	14
4:45-5:00 PM	5.5		6.2	10.6	7.0		9.0	12.0	9		10	15
5:00-5:15 PM	5.4		2.2	13.5	7.0		4.9	15.9	8		6	16
5:15-5:30 PM	5.8		3.6	15.6	7.0		6.0	18.9	9		8	20
5:30-5:45 PM	7.1		5.3	17.3	8.0		8.9	20.9	10		10	22
5:45-6:00 PM	10.9		2.7	22.9	12.0		4.0	25.0	13		6	28
6:00-6:15 PM	8.6		6.7	18.4	10.4		9.0	19.9	11		11	21
6:15-6:30 PM	10.8		6.3	19.0	12.0		7.9	20.9	13		9	22
6:30-6:45 PM	11.1		4.5	19.3	12.5		6.9	21.9	14		8	23
6:45-7:00 PM	12.8		3.1	21.5	14.0		4.0	23.0	14		5	23
7:00-7:15 PM		11.0				12.0				14		
7:15-7:30 PM		11.5				13.0				14		
7:30-7:45 PM		8.6				10.0				12		
7:45-8:00 PM		8.3				10.0				12		
8:00-8:15 PM		9.4				11.0				13		
8:15-8:30 PM		8.5				11.0				12		
8:30-8:45 PM		6.4				9.0				10		
8:45-9:00 PM		5.2				7.0				8		
9:00-9:15 PM		6.4				8.1				10		
9:15-9:30 PM		7.5				9.3				12		
Highest Value	12.8	11.5	6.7	22.9	14.0	13.0	9.0	25.0	14	14	11	28

Notes: ¹ 85th percentile = The queue will be less than the queue shown 85% of the time.

TABLE 7
SUMMARY OF DRIVE-THROUGH QUEUING DATA COLLECTION
RAISING CANE'S - SATURDAY
AVERAGE, 85TH PERCENTILE, AND PEAK QUEUES

Time Period	Number of Drive-through Vehicles in the Queue											
	Average Queue				85th %-ile [†] Queue				Peak Queue			
	Laguna Hills	Orange	Riverside	Santee	Laguna Hills	Orange	Riverside	Santee	Laguna Hills	Orange	Riverside	Santee
Lunch												
11:00-11:15 AM	3.0		2.3	10.0	4.3		5.8	13.5	5		6	16
11:15-11:30 AM	1.8		2.3	14.4	3.0		5.8	18.0	4		6	19
11:30-11:45 AM	5.3		4.9	18.3	8.0		6.0	21.9	12		9	23
11:45-12:00 PM	7.5		1.9	20.5	10.0		3.9	21.0	12		5	22
12:00-12:15 PM	4.7	5.5	8.0	16.9	5.0	8.0	10.0	19.0	6	9	11	22
12:15-12:30 PM	4.1	6.8	4.9	20.7	5.0	8.7	6.9	22.0	6	10	8	22
12:30-12:45 PM	8.2	5.8	6.7	22.9	12.0	7.1	7.9	25.0	13	9	9	26
12:45-1:00 PM	9.3	6.8	7.9	23.1	11.0	8.0	9.0	24.0	12	9	12	25
1:00-1:15 PM	7.2	10.4	8.6	22.6	9.0	12.0	9.9	24.0	14	13	11	25
1:15-1:30 PM	7.3	9.4	8.1	21.5	9.0	12.0	9.9	23.0	10	13	12	26
1:30-1:45 PM	6.9	8.5	9.5	22.3	9.0	11.0	10.0	24.0	10	13	12	25
1:45-2:00 PM	7.3	3.9	8.0	19.9	8.8	5.4	9.0	22.0	10	6	10	23
2:00-2:15 PM		5.0				7.0				8		
2:15-2:30 PM		6.4				8.0				10		
Highest Value	9.3	10.4	9.5	23.1	12.0	12.0	10.0	25.0	14	13	12	26
Dinner												
4:00-4:15 PM	6.2		5.8	14.1	8.5		8.9	15.0	11		10	16
4:15-4:30 PM	4.5		7.1	15.5	5.1		8.9	16.0	6		11	17
4:30-4:45 PM	2.0		4.9	11.7	3.0		6.0	14.0	4		9	15
4:45-5:00 PM	5.2		3.9	17.5	6.0		6.0	20.9	8		7	21
5:00-5:15 PM	5.6		4.7	17.8	7.0		7.0	20.9	9		8	22
5:15-5:30 PM	10.0		4.2	18.3	12.0		5.0	20.9	12		6	21
5:30-5:45 PM	6.1		3.7	11.3	7.3		5.0	13.9	11		6	17
5:45-6:00 PM	7.3		2.1	19.1	11.3		3.0	20.0	13		4	21
6:00-6:15 PM	8.7		2.9	20.1	11.0		6.0	21.0	12		7	22
6:15-6:30 PM	8.6		2.8	20.3	11.0		4.8	22.0	13		6	23
6:30-6:45 PM	6.0		7.2	19.8	7.3		9.0	21.0	10		10	22
6:45-7:00 PM	4.7		7.8	18.9	7.0		9.0	20.0	8		11	20
7:00-7:15 PM		9.2				10.5				13		
7:15-7:30 PM		11.6				13.0				13		
7:30-7:45 PM		10.8				13.0				16		
7:45-8:00 PM		4.2				6.0				11		
8:00-8:15 PM		5.4				8.0				10		
8:15-8:30 PM		8.9				11.0				12		
8:30-8:45 PM		8.8				11.0				13		
8:45-9:00 PM		15.0				17.0				17		
9:00-9:15 PM		12.4				16.0				17		
9:15-9:30 PM		9.3				11.4				15		
Highest Value	10.0	15.0	7.8	20.3	12.0	17.0	9.0	22.0	13	17	11	23

Notes: [†] 85th percentile = The queue will be less than the queue shown 85% of the time.

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 subsequent vehicles being processed at the pick-up window every 35 to 40 seconds during the peak drive-through periods.

Assuming the more conservative processing time of 40 seconds, and applying the ITE queuing formulas, the analysis indicates that the average queue length is estimated to be 4.84 vehicles, and the probability of the queue exceeding 39 vehicles is estimated to be 0.35%. The queuing calculation worksheet and formulas are provided in *Appendix F* of this report.

The ITE queuing analysis assumes a single-lane drive-through. 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 later in the study.

Side-by-Side Operational Features

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

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

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

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

Because of added efficiency in the cooking area, the efficiency at the pick-up window would increase, compared to a single drive-through lane, because the food would be processed by the cooking area at a more efficient rate.

Other Unique Features

Raising Cane's also implements hand-held ordering which involves an employee using a hand-held tablet to take orders and payments in the line ahead of the order window. Hand-held ordering can be executed with three to five employees during the peak time periods. Employees will "leapfrog" one another in the drive-through lane, allowing orders to come in twice as fast. Hand-held ordering ensures accuracy of orders, allows more time for the kitchen to prepare the order prior to the customer reaching the pick-up window, and removes the payment process at the window. This in turn decreases the amount of time customers spend at the payment and pick-up windows and increases the number of customers that can be processed in the drive-through line.

SITE ACCESS AND CIRCULATION

Direct vehicular access provisions to the project site would be provided via one full-movement driveway on Bloomfield Avenue, and one right-in right-out (RIRO) driveway on Imperial Highway. Both project driveways would be unsignalized. Parking is accessed from the internal drive aisles. Vehicles have room to maneuver in and out of parking stalls and circulate internally to the site parking. The drive-through entrance and exit are separated from the parking aisle to eliminate potential drive-through queue impacts from blocking parking. Due to the close proximity of the Imperial Highway driveway and the drive-through exit, and the potential for backup at the drive-through exit, it is recommended that vehicles exiting the drive-through exit the project site via the Bloomfield Avenue driveway. It is recommended that signage be provided at the drive-through exit to encourage drive-through customers to exit the project site via the Bloomfield Avenue driveway.

VEHICLE MILES TRAVELED (VMT) ANALYSIS

The City of Santa Fe Springs *Transportation Study Guidelines* provide details on appropriate screening thresholds that can be used to identify when a proposed land use project is anticipated to result in a less-than-significant impact without conducting a more detailed level analysis. Based on the City's VMT screening criteria, the project would be screened out of a further VMT analysis based on the "Locally Serving Retail" and "Transit Proximity" screening criteria; therefore, no further VMT analysis would be required. A detailed VMT screening is provided in Appendix A (previously mentioned).

APPENDIX A

APPROVED SCOPING AGREEMENT



September 29, 2023

Thomas Lopez
City Traffic Engineer
City of Santa Fe Springs
11710 Telegraph Road
Santa Fe Springs, CA 90670

RE: *Traffic Scoping Letter Agreement for the Proposed Raising Cane's Project in the City of Santa Fe Springs*

Dear Mr. Lopez:

Kimley-Horn and Associates, Inc. is submitting this Traffic Scoping Letter Agreement to City staff for the proposed Raising Cane's project in the City of Santa Fe Springs. The proposed traffic scope for the project is presented below.

PROJECT DESCRIPTION

The project site is located on the northeast corner of Imperial Highway and Bloomfield Avenue in the City of Santa Fe Springs. The site is currently occupied by an approximately 9,200 square-foot (SF) strip retail plaza. The applicant proposes to demolish the existing buildings and develop an approximately 2,899 square-foot Raising Cane's restaurant building with drive-through. A copy of the project site plan is provided on Attachment A.

Vehicular access provisions to the project site would be provided via one entry-only driveway on Bloomfield Avenue, and one right-in right-out (RIRO) driveway on Imperial Highway. Both project driveways would be unsignalized.

TRIP GENERATION

Trip generation estimates for the existing and proposed uses are based on trip rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition) for Strip Retail Plaza (ITE Land Use 822) and Fast-food Restaurant with Drive-Through (ITE Land Use 934). Pass-by reduction factors were applied to applicable uses based on the ITE Trip Generation Manual (11th Edition).

The trip generation rates, and the resulting trip generation estimates for the proposed Raising Cane's project are summarized on Attachment B. The proposed project is estimated to generate 1,355 daily trips with 96 trips (50 inbound and 46 outbound) in the evening peak hour. After applying pass-by reduction factors, the proposed project would generate 1,302 new trips on a daily basis with 43 new trips (23 inbound and 21 outbound) in the evening peak hour.

Compared to the existing uses, the proposed project would generate 825 net new trips on a daily basis with 22 fewer trips in the morning peak hour, and 7 net new trips in the evening peak hour.

TRIP DISTRIBUTION

Project distribution assumptions were developed based on existing travel patterns, and the likely origins and destinations of site employees and patrons. The project vicinity and trip distribution assumptions are shown on Attachment C.

STUDY SCENARIOS

- Existing Conditions
- Opening Year 2024 (Existing Plus Ambient Growth)
- Opening Year 2024 Plus Project

STUDY AREA

The following intersections will be analyzed for potential project-related effects:

1. Imperial Highway at Norwalk Boulevard
2. Imperial Highway at Bloomfield Avenue
3. Imperial Highway at Shoemaker Avenue
- D1. Bloomfield Avenue at Project Driveway
- D2. Imperial Highway at Project Driveway

VEHICLE MILES TRAVELED (VMT) ASSESSMENT

Senate Bill 743 (SB 743) was approved by California legislature in September 2013. SB 743 requires changes to California Environmental Quality Act (CEQA), specifically directing the Governor's Office of Planning and Research (OPR) to develop alternative metrics to the use of vehicular "Level of Service" (LOS) for evaluating transportation projects. OPR has prepared a technical advisory ("OPR Technical Advisory") for evaluating transportation impacts in CEQA and has recommended that Vehicle Miles Traveled (VMT) replace LOS as the primary measure of transportation impacts.

VMT Screening

The City of Santa Fe Springs Transportation Study Guidelines (February 2023) provide details on appropriate screening thresholds that can be used to identify when a proposed land use project is anticipated to result in a less-than-significant impact without conducting a more detailed level analysis. Screening criteria are broken down into the following criteria:

1. Project Size
2. Locally Serving Retail
3. Project Located in a Low VMT Area
4. Transit Proximity
5. Affordable Housing
6. Transportation Facilities

Development projects that meet one or more of the above screening thresholds may be presumed to create a less-than-significant impact on transportation and circulation.

Project Size

The Santa Fe Springs guidelines presume that a project generating 110 or fewer daily trips would not cause a substantial increase in the total VMT and would therefore have a less than significant impact on VMT. Based on the trip generation noted earlier, the project is estimated to generate 825 daily trips. Therefore, the Project Size screening criteria is not met for the project.

Locally Serving Retail

Based on the City guidelines, a project that contains a local-serving retail use is assumed to have a less-than-significant VMT impact. A proposed retail use is considered local serving if the gross floor area is less than 50,000 square feet. The proposed project would include approximately 2,899 square feet of retail use. As such, the proposed project would be considered local serving and the Locally Serving Retail screening criteria is met for the project.

Project Located in a Low VMT Area

A project would be considered to have a less-than-significant transportation impact if the project is located within a low VMT generating area as determined by the City of Santa Fe Springs guidelines. Based on the City of Santa Fe Springs Total VMT per Service Population screening map, the proposed project is not located within a low VMT area. Therefore, the Project Located in a Low VMT Area screening criteria is not met.

Transit Proximity

In accordance with the City of Santa Fe Springs guidelines, projects located within one-half mile of where two or more 15-minute (during commute hours) bus routes intersect or within one-half mile of a corridor served by 15-minute (during commute hours) bus service may be considered to have a less-than-significant VMT impact. In addition to the above criteria, the project should meet the following criteria:

- A Floor Area Ratio (FAR) of 0.75 or greater
- Is consistent with the applicable SCAG Sustainable Community Strategy (SCS) (as determined by the City)
- Does not provide more parking than required by the City
- Does not replace affordable housing units

Based on the City of Santa Fe Springs Transit Priority Areas (TPAs) screening map, the proposed project is located within an existing TPA. Therefore, the Transit Proximity screening criteria is met.

Affordable Housing

Per the City of Santa Fe Springs guidelines, a residential project that provides affordable housing units can be presumed to have a less-than-significant VMT impact. The proposed project does not include any affordable housing units; therefore, the Affordable Housing screening criteria is not met.

Transportation Facilities

Based on the City of Santa Fe Springs guidelines, transportation projects that promote non-auto travel, improve safety, or improve traffic operations at current bottlenecks, such as transit, bicycle and pedestrian facilities, intersection traffic control, or widening at intersections to provide new turn lanes may be presumed to have a less-than-significant VMT impact. The proposed project does not include any transportation projects; therefore, the Transportation Facilities screening criteria is not met.

Conclusion – VMT Screening

Based on the VMT screening criteria noted above, the project would be screened out of further VMT analysis based on the “Locally Serving Retail” and “Transit Proximity” screening criteria; therefore, no further VMT analysis would be required.

DRIVE-THROUGH QUEUING ANALYSIS

A drive-through queuing analysis will be conducted for the proposed project, to evaluate the adequacy of the drive-through queuing capacity. The opening to the drive-through lane would be located at the northeast corner of the project site and wraps around the north, west, and south sides of the building in a counter-clockwise direction before exiting on the south side of the proposed building. The drive-through would provide two side-by-side entry lanes and two order boards, which would allow Raising Cane's to take orders from two customers at the same time. After the order boards, the two lanes would merge back into a single drive-through lane prior to the pay and pick-up window.

There will be approximately 595 feet of total queuing lane capacity (approximately 300 feet per lane) from the opening of the two drive-through lanes to the two order boards and approximately 135 feet from the order boards to the pay and pick-up window. This would provide a total drive-through queue length of approximately 730 feet, for a drive-through queuing capacity of 33 vehicles, assuming 22 feet per vehicle, from the beginning of the drive-through lanes to the pick-up window.

During peak operations, which is expected to be during the lunch and dinner periods, the two drive-through lanes would not merge after the order boards, providing an additional pay and pick-up lane. The second pay and pick-up lane would provide an additional 135 feet of queue lane capacity, or 6 vehicles. This would provide a total drive-through queue length of approximately 865 feet, for a drive-through queuing capacity of 39 vehicles, assuming 22 feet per vehicle.

Drive-through queuing will be compared to empirical data collected at the following Raising Cane's restaurants during the weekday and weekend lunch and dinner periods:

- City of Orange: 2249 N Tustin Street
- City of Laguna Hills: 23971 El Toro Rd, Laguna Hills, CA 92653
- City of Riverside: 11066 Magnolia Ave, Riverside, CA 92505

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

- A Raising Cane's restaurant with a drive-through lane
- Located in Southern California
- Located in close proximity to a freeway
- Located at or adjacent to a shopping center
- Located on or near the intersection of two major arterial roadways

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

Please contact me if you have any questions or comments.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



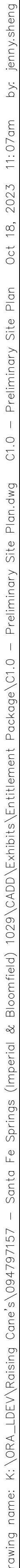
Trevor Briggs, P.E. (C87664)
Project Engineer

APPROVED:

By:

Thomas Lopez
City Traffic Engineer
City of Santa Fe Springs

drawing name: K:\ORA_DEVA\Raising Cone's\094797157 - Santa Fe Springs (Imperial & Bloomfield) 1029\CADD\Exhibits\Entitlement Package\C1.0 - Preliminary Site Plan.dwg C1.0 - Preliminary Site Plan
by: jenny.sheng
11:07am Oct 18, 2023



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

THE LAND REFERRED TO IS SITUATED IN THE COUNTY OF LOS ANGELES, CITY OF SANTA FE SPRINGS, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1:

ALL THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 8, TOWNSHIP 3 SOUTH, RANGE 11 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE RANCHO SANTA GERTRUDES, IN THE CITY OF SANTA FE SPRINGS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 1 PAGE 502 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHWEST CORNER OF SECTION 8, TOWNSHIP 3 SOUTH, RANGE 11 WEST, SAN BERNARDINO BASE AND MERIDIAN, AS SHOWN ON MAPS OF THE RANCHO SANTA GERTRUDES SUBDIVISION FOR THE SANTA GERTRUDES LAND ASSOCIATION, AS PER MAP RECORDED IN BOOK 32 PAGE 18 AND IN BOOK 15 PAGE 32 OF MISCELLANEOUS RECORDS, SAID CORNER BEING MARKED BY A BOLT IN THE CENTER LINE OF BUTLER AVENUE (NOW BLOOMFIELD AVENUE); THENCE ALONG THE CENTER LINE OF SAID SECTION 8 (BEING ALSO THE CENTER LINE OF IMPERIAL HIGHWAY) NORTH 89° 23' 50" WEST 631.31 FEET; THENCE PARALLEL TO THE WEST LINE OF SAID SECTION NORTH 0° 8' 30" WEST 345 FEET; THENCE PARALLEL TO THE SOUTH LINE OF SAID SECTION SOUTH 89° 23' 50" WEST 501.31 FEET; THENCE SOUTH 0° 8' 30" EAST 25 FEET; THENCE SOUTH 89° 23' 50" WEST 100 FEET; THENCE NORTH 0° 8' 30" WEST 25 FEET; THENCE SOUTH 89° 23' 50" WEST 30 FEET TO THE WEST LINE OF SAID SECTION; THENCE SOUTH 0° 8' 30" WEST 100 FEET TO BEING ALSO THE CENTER LINE OF SAID BLOOMFIELD AVENUE; SOUTH 0° 8' 30" EAST 345 FEET TO THE POINT OF BEGINNING, EXCEPT THEREFROM THE EAST 350 FEET MEASURED ALONG THE SOUTHERLY LINE OF SAID SECTION, ALSO EXCEPT THEREFROM THE SOUTHERLY 180 FEET OF THE WESTERLY 180 FEET THEREOF. APN: 8026-042-006.

PARCEL 2:

THE SOUTHERLY 180 FEET OF THE WESTERLY 180 FEET OF SECTION 8, TOWNSHIP 3 SOUTH, RANGE 11 WEST, IN THE CITY OF SANTA MONICA, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN UPON A MAP OF THE SOUTHWESTERLY PORTION OF THE RANCHO SANTA GERTRUDES, IN THE CITY OF SANTA FE SPRINGS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 1 PAGE 502 OF MISCELLANEOUS RECORDS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. APN: 8026-042-007.

PARCEL 3: (INTENTIONALLY OMITTED)



PROJECT DESCRIPTION: DEMOLITION OF EXISTING PARKING LOT AND EXISTING 8,684 S.F. BUILDING, NEW CONSTRUCTION OF A RAISING CANE'S DRIVE THRU RESTAURANT AND PARKING LOT.

ADDRESS: IMPERIAL HWY & BLOOMFIELD AVE, SANTA FE SPRINGS, CA 90670

APN: 8026-042-006, 8026-042-007

ZONING DISTRICT: MIXED USE – TRANSIT-ORIENTED DEVELOPMENT (EXISTING)
MIXED USE – TRANSIT-ORIENTED DEVELOPMENT (PROPOSED)

ADJACENT ZONING DISTRICTS: N: M-2 HEAVY MANUFACTURING
E: C-4 COMMUNITY COMMERCIAL
W: PO PROFESSIONAL & OFFICE (CITY OF NORWALK)
S: SPA SPECIFIC PLAN AREA (CITY OF NORWALK)

LAND USE: COMMERCIAL

ADJACENT LAND USE: N: INDUSTRIAL
E: COMMERCIAL

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

TOTAL DISTURBED AREA:	66,090 S.F.	(1.52 AC)	
TOTAL PAD AREA:	2,899 S.F.	(0.07 AC)	
TOTAL LOT AREA:	94,550 S.F.	(2.17 AC)	

LOT COVERAGE			
TOTAL SITE AREA:	94,550 S.F.	(2.17 AC)	100%
BUILDING AREA:	2,899 S.F.	(0.07 AC)	3.0%
IMPERVIOUS AREA:	75,553 S.F.	(1.73 AC)	79.9%
LANDSCAPE AREA:	18,997 S.F.	(0.44 AC)	20.1%

PARKING/LANDSCAPE BUFFER

FRONT:	20.0'
REAR:	0.0'
SIDE (N):	0.0'
SIDE (S):	20.0'

PARKING SUMMARY:

RAISING CANE'S: 1,308 S.F. (PUBLIC PORTION OF BUILDING) (1 STALL/35 S.F.) + 12 EMPLOYEES (PEAK SHIFT) (1 STALL/2 EMPLOYEES) = 44 STALLS REQUIRED PER CITY CODE

- ADA PARKING FOR 26-50 PARKING STALLS = 2 ADA PARKING STALLS REQUIRED, PER 2022 CBC
- EV CAPABLE SPACES FOR 26-50 PARKING STALLS = 2 EV CAPABLE STALLS REQUIRED, PER 2022 CALGREEN
(OF THOSE EV CAPABLE STALLS, 1 MUST BE VAN ACCESSIBLE)
- NUMBER OF ELECTRIC VEHICLE CHARGING STATIONS (EVCS) = 8 EV CHARGING STATIONS (EVCS STALLS ARE ALSO EV CAPABLE)

TOTAL NUMBER OF PARKING SPACES PROVIDED = 60

<u>PARKING TABLE:</u>	<u>RAISING CANE'S REQUIRED</u>	<u>PROVIDED</u>
STANDARD	34	49
COMPACT (C)	—	—
MOTORCYCLE	—	—
EV CAPABLE	6	5
EV CHARGING STATIONS	2	3
ACCESSIBLE	2	2
TOTAL:	44	59

*AT LEAST 6 CAR STACK BEHIND THE ORDER BOARD HAS BEEN PROVIDED PER THE CITY CODE REQUIREMENTS.

(1) CONCRETE CURB	(23) DRIVE-THROUGH CANOPY PER ARCHITECTURAL PLANS
(2) 18" WALK-OFF CURB	(24) REMOVE EXISTING SIGN
(3) ACCESSIBLE PARKING STALL SIGN	(25) E/V CHARGING STATION
(4) DIRECTIONAL MARKING PER PLAN	(26) FUTURE E/V CHARGING STATION, CONDUIT TO BE RAN TO STALL FOR FUTURE CONNECTION
(5) ACCESSIBLE RAMP WITH DETECTABLE WARNING (TRUNCATED DOME)	(27) CITY MONUMENT SIGNAGE
(6) JOIN EXISTING CURB, CURB & GUTTER, SIDEWALK.	(28) IRRIGATION BACKFLOW PREVENTER AND METER
(7) "EV CHARGING ONLY" IN 12" HIGH WHITE LETTERS AT THE END OF PARKING STALL	(29) DOMESTIC WATER BACKFLOW PREVENTER AND METER
(8) TRANSFORMER	(30) FIRE WATER DDCV WITH FDC
(9) ADA PATH OF TRAVEL SIGN	(31) EXISTING RETAINING WALL TO REMAIN
(10) COVERED TRASH ENCLOSURE AND RECYCLING BIN STORAGE	
(11) STANDARD 90° PARKING STALL STRIPING.	
(12) OUTDOOR COVERED PATIO TO BE STAINED STANDARD DUTY CONCRETE PAVEMENT	
(13) PREVIEW BOARD	
(14) ORDER BOARD	
(15) HEIGHT DETECTOR POLE	
(16) INSTALL WHEELSTOPS FOR PARKING SPACES ADJACENT TO WALKWAYS	
(17) ACCESSIBLE PATH OF TRAVEL STRIPING. ACCESSIBLE PATHS SHALL BE ENHANCED PAVING.	
(18) LONG TERM BIKE RACK	
(19) SHORT TERM BIKE RACK	
(20) EXISTING DRIVEWAY TO REMAIN	
(21) RAISED CROSSWALK WITH PAVERS	
(22) OVERHEAD TRELLIS PER ARCHITECTURAL PLANS	

6	AN EASEMENT AFFECTING THAT PORTION OF SAND LAND AND FOR THE PURPOSES STATED HEREIN AND INCIDENTAL PURPOSES AS PROVIDED IN THE FOLLOWING ROADS AND RAILROADS RECORDED IN BOOK 85 OF DEEDS, PAGE 226. (PLOTTED HEREON)
7	AN EASEMENT AFFECTING THAT PORTION OF SAID LAND AND FOR THE PURPOSES STATED HEREIN AND INCIDENTAL PURPOSES AS PROVIDED. PIPES LINES, RECORDED IN BOOK 6133 OF DEEDS, PAGE 48 AND GRANTED TO SOUTHERN CALIFORNIA GAS COMPANY CORPORATION. (PLOTTED HEREON)
9	AN EASEMENT AFFECTING THAT PORTION OF SAND LAND AND FOR THE PURPOSES STATED HEREIN AND INCIDENTAL PURPOSES AS PROVIDED FOR PUBLIC ROAD PURPOSES, IN BOOK 17759 OF OFFICIAL RECORDS, PAGE 207. (PLOTTED HEREON)
10	AN EASEMENT AFFECTING THAT PORTION OF SAND LAND AND FOR THE PURPOSES STATED HEREIN AND INCIDENTAL PURPOSES AS PROVIDED FOR PIPE LINES, IN BOOK 22991 OF OFFICIAL RECORDS, PAGE 20 AND GRANTED TO UNION OIL COMPANY. (PLOTTED HEREON)
11	AN EASEMENT AFFECTING THAT PORTION OF SAND LAND AND FOR THE PURPOSES STATED HEREIN AND INCIDENTAL PURPOSES AS PROVIDED FOR PIPE LINES, IN BOOK 22714 OF OFFICIAL RECORDS, PAGE 232 AND GRANTED TO RICHFIELD OIL CORPORATION. (PLOTTED HEREON)
13	AN EASEMENT AFFECTING THAT PORTION OF SAND LAND AND FOR THE PURPOSES STATED HEREIN AND INCIDENTAL PURPOSES AS PROVIDED FOR PUBLIC UTILITIES, RECORDED ON JUNE 1, 1954 IN OFFICIAL RECORDS AS INSTRUMENT NO. 2739 AND GRANTED TO SOUTHERN CALIFORNIA EDISON COMPANY, A PUBLIC UTILITIES CORPORATION. (PLOTTED HEREON)
14	AN EASEMENT AFFECTING THAT PORTION OF SAND LAND AND FOR THE PURPOSES STATED HEREIN AND INCIDENTAL PURPOSES AS PROVIDED FOR GASOLINE SERVICE STATIONS. RECORDED ON AUGUST 7, 1956, IN BOOK 51955 OF OFFICIAL RECORDS, PAGE 95 AS INSTRUMENT NO. 2212 AND GRANTED TO STANDARD OIL COMPANY OF CALIFORNIA CORPORATION. (PLOTTED HEREON)
15	AN EASEMENT AFFECTING THAT PORTION OF SAND LAND AND FOR THE PURPOSES STATED HEREIN AND INCIDENTAL PURPOSES AS PROVIDED FOR PUBLIC UTILITIES. RECORDED ON MARCH 20, 1959 IN OFFICIAL RECORDS AS INSTRUMENT NO. 2938 AND GRANTED TO THE CITY OF SANTA FE SPRINGS. (PLOTTED HEREON)
16	AN EASEMENT AFFECTING THAT PORTION OF SAND LAND AND FOR THE PURPOSES STATED HEREIN AND INCIDENTAL PURPOSES AS PROVIDED FOR UTILITIES. RECORDED ON JULY 2, 1963 IN THE OFFICIAL RECORDS AS INSTRUMENT NO. 5160 AND GRANTED TO THE CITY OF SANTA FE SPRINGS, A MUNICIPAL CORPORATION. (PLOTTED HEREON)
17	AN EASEMENT AFFECTING THAT PORTION OF SAND LAND AND FOR THE PURPOSES STATED HEREIN AND INCIDENTAL PURPOSES AS PROVIDED FOR STREET, PUBLIC UTILITY AND MUNICIPAL PURPOSES. RECORDED ON OCTOBER 8, 1963 IN THE OFFICIAL RECORDS AS INSTRUMENT NO. 3856 AND GRANTED TO THE CITY OF SANTA FE SPRINGS, A MUNICIPAL CORPORATION. (PLOTTED HEREON)
18	AN EASEMENT AFFECTING THAT PORTION OF SAND LAND AND FOR THE PURPOSES STATED HEREIN AND INCIDENTAL PURPOSES AS PROVIDED FOR PUBLIC UTILITIES. RECORDED ON OCTOBER 8, 1963 IN OFFICIAL RECORDS AS INSTRUMENT NO. 3857 AND GRANTED TO THE CITY OF SANTA FE SPRINGS, A MUNICIPAL CORPORATION. (PLOTTED HEREON)
19	AN EASEMENT AFFECTING THAT PORTION OF SAND LAND AND FOR THE PURPOSES STATED HEREIN AND INCIDENTAL PURPOSES AS PROVIDED FOR STREET, PUBLIC UTILITY AND MUNICIPAL PURPOSES. RECORDED ON JANUARY 21, 1976 IN OFFICIAL RECORDS AS INSTRUMENT NO. 2885 AND GRANTED TO THE CITY OF SANTA FE SPRINGS, A MUNICIPAL CORPORATION. (PLOTTED HEREON)
20	AN EASEMENT AFFECTING THAT PORTION OF SAND LAND AND FOR THE PURPOSES STATED HEREIN AND INCIDENTAL PURPOSES AS PROVIDED FOR STREET, PUBLIC UTILITY AND MUNICIPAL PURPOSES. RECORDED ON NOVEMBER 8, 1976 IN OFFICIAL RECORDS AS INSTRUMENT NO. 3077 AND GRANTED TO THE CITY OF SANTA FE SPRINGS, A MUNICIPAL CORPORATION. (PLOTTED HEREON)

- (J) CMUTCD SIGN R1-5 - "YIELD TO PEDESTRIANS"
- (K) CMUTCD SIGN R5-1 - "DO NOT ENTER"
- (L) CMUTCD SIGN R3-5 - "RIGHT TURN ONLY"
- (M) "USE BLOOMFIELD AVENUE TO EXIT" SIGN

OS	
DRAWN BY	
HL	
CHECKED BY	
HL	
RECOMMENDED	

Kimley»»Horn
1100 TOWN AND COUNTRY RD SUITE 700
ORANGE, CA 92668
(714) 939-1030

PREPARED UNDER THE DIRECT SUPERVISION OF:

DATE: _____
HANNAH LUEVANO, R.C.E. NO. 93071 EXP. ####



12623 IMPERIAL HWY
SANTE FE SPRINGS, CA, 90670

1 OF 1

ATTACHMENT B
SUMMARY OF PROJECT TRIP GENERATION COMPARISON
SANTA FE SPRINGS RAISING CANE'S

Land Use	ITE Code	Unit	Trip Generation Rates ¹						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Strip Retail Plaza (<40k)	822	KSF	54.450	1.416	0.944	2.360	3.295	3.295	6.590
Fast-Food Restaurant w/ Drive-thru	934	KSF	467.480	22.751	21.859	44.610	17.176	15.854	33.030
Land Use	Quantity	Unit	Trip Generation Estimates						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<i>Existing Use</i>									
Strip Retail Plaza (<40k)	9.200	KSF	501	13	9	22	30	30	60
<i>Pass-by Trips (0% AM, 40% PM)^{1,2}</i>			-24	0	0	0	-12	-12	-24
<i>Total Existing Trips</i>			477	13	9	22	18	18	36
<i>Proposed Use</i>									
Fast-Food Restaurant w/ Drive-thru	2.899	KSF	1,355	-- ³	-- ³	-- ³	50	46	96
<i>Pass-by Trips (0% AM, 55% PM)^{1,2}</i>			-53	--	--	--	-28	-25	-53
<i>Total Proposed Project Trips</i>			1,302	--	--	--	23	21	43
Net Difference (Proposed Minus Existing)			825	-13	-9	-22	5	3	7

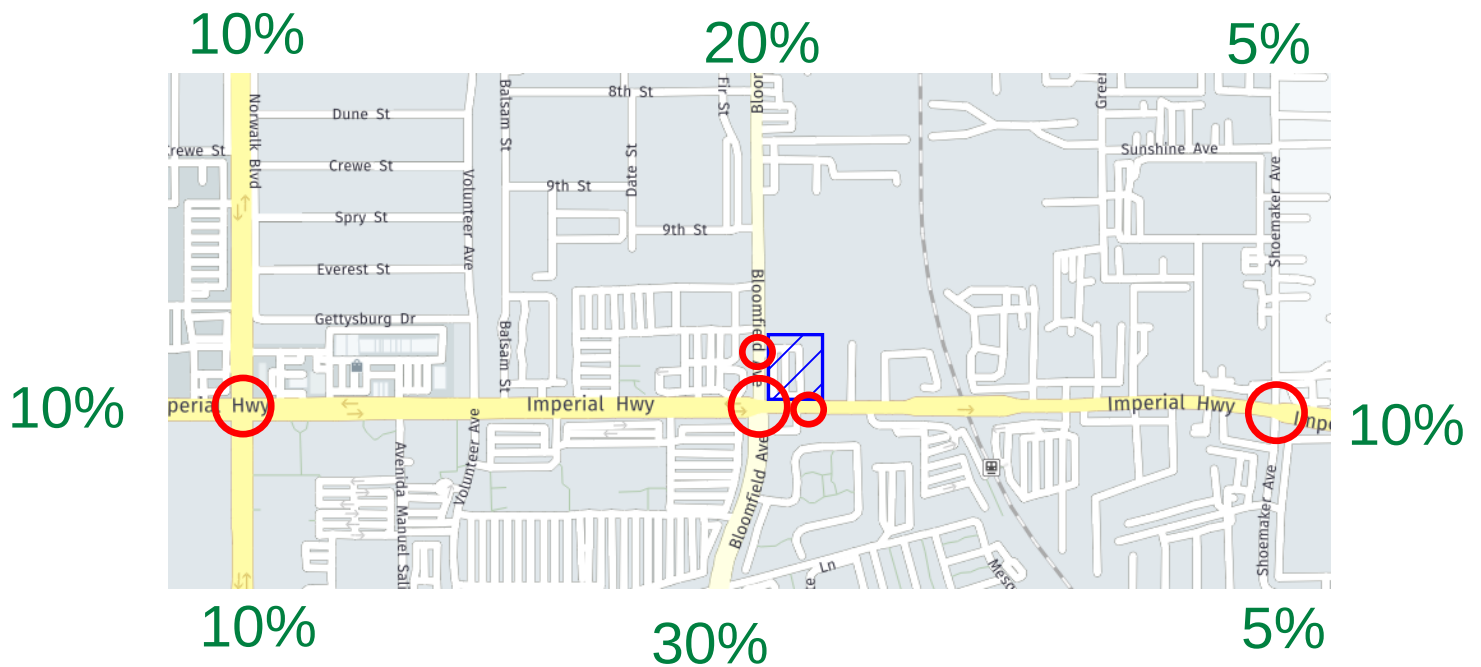
¹ Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition

² Note: The ITE Trip Generation Manual does not provide pass-by rates for daily trip generation. The daily pass-by trips shown are the sum of the AM and the PM pass-by trips.

³ Raising Cane's is not open during the AM Peak Hour

ATTACHMENT C

TRIP DISTRIBUTION AND STUDY AREA



LEGEND:



PROJECT SITE



STUDY INTERSECTION

XX% TRIP DISTRIBUTION PERCENTAGE

STUDY INTERSECTIONS:

1. Imperial Highway at Norwalk Boulevard
2. Imperial Highway at Bloomfield Avenue
3. Imperial Highway at Shoemaker Avenue
- D1. Bloomfield Avenue at Project Driveway
- D2. Imperial Highway at Project Driveway

APPENDIX B

TRAFFIC DATA COLLECTION SHEETS

City of Norwalk
N/S: Norwalk Boulevard
E/W: Imperial Highway
Weather: Clear

File Name : 01_NWK_Nor_Imp PM
Site Code : 10823852
Start Date : 9/21/2023
Page No : 1

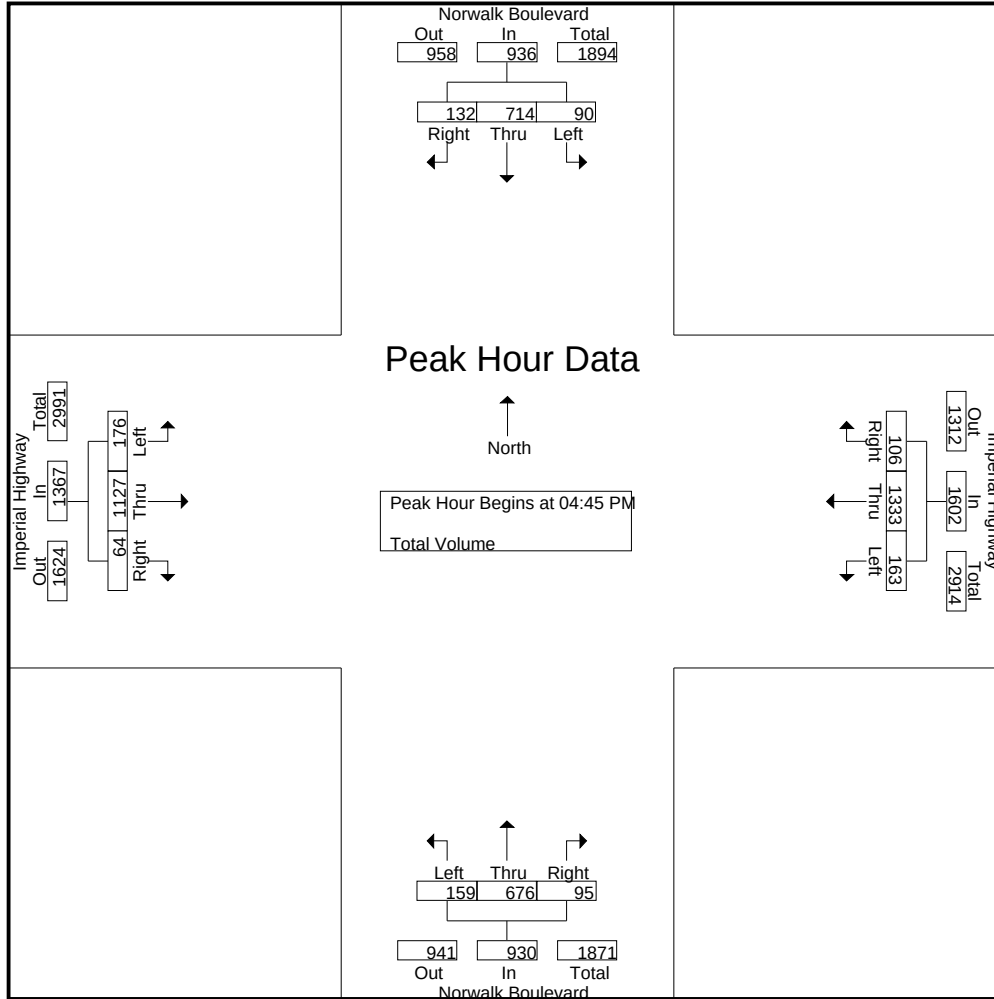
Groups Printed- Total Volume

	Norwalk Boulevard Southbound				Imperial Highway Westbound				Norwalk Boulevard Northbound				Imperial Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	24	165	26	215	34	287	25	346	28	165	36	229	45	293	12	350	1140
04:15 PM	32	152	21	205	27	255	24	306	35	154	25	214	39	247	17	303	1028
04:30 PM	28	188	34	250	32	304	28	364	40	173	29	242	24	242	18	284	1140
04:45 PM	18	165	26	209	44	362	32	438	40	135	20	195	47	325	19	391	1233
Total	102	670	107	879	137	1208	109	1454	143	627	110	880	155	1107	66	1328	4541
05:00 PM	22	205	38	265	36	345	26	407	44	197	28	269	37	268	13	318	1259
05:15 PM	23	178	40	241	48	324	27	399	39	165	21	225	58	257	16	331	1196
05:30 PM	27	166	28	221	35	302	21	358	36	179	26	241	34	277	16	327	1147
05:45 PM	21	154	25	200	32	298	25	355	26	163	25	214	47	293	19	359	1128
Total	93	703	131	927	151	1269	99	1519	145	704	100	949	176	1095	64	1335	4730
Grand Total	195	1373	238	1806	288	2477	208	2973	288	1331	210	1829	331	2202	130	2663	9271
Apprch %	10.8	76	13.2		9.7	83.3	7		15.7	72.8	11.5		12.4	82.7	4.9		
Total %	2.1	14.8	2.6	19.5	3.1	26.7	2.2	32.1	3.1	14.4	2.3	19.7	3.6	23.8	1.4	28.7	

	Norwalk Boulevard Southbound				Imperial Highway Westbound				Norwalk Boulevard Northbound				Imperial Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	18	165	26	209	44	362	32	438	40	135	20	195	47	325	19	391	1233
05:00 PM	22	205	38	265	36	345	26	407	44	197	28	269	37	268	13	318	1259
05:15 PM	23	178	40	241	48	324	27	399	39	165	21	225	58	257	16	331	1196
05:30 PM	27	166	28	221	35	302	21	358	36	179	26	241	34	277	16	327	1147
Total Volume	90	714	132	936	163	1333	106	1602	159	676	95	930	176	1127	64	1367	4835
% App. Total	9.6	76.3	14.1		10.2	83.2	6.6		17.1	72.7	10.2		12.9	82.4	4.7		
PHF	.833	.871	.825	.883	.849	.921	.828	.914	.903	.858	.848	.864	.759	.867	.842	.874	.960

City of Norwalk
N/S: Norwalk Boulevard
E/W: Imperial Highway
Weather: Clear

File Name : 01_NWK_Nor_Imp PM
Site Code : 10823852
Start Date : 9/21/2023
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				05:00 PM				04:45 PM			
+0 mins.	28	188	34	250	32	304	28	364	44	197	28	269	47	325	19	391
+15 mins.	18	165	26	209	44	362	32	438	39	165	21	225	37	268	13	318
+30 mins.	22	205	38	265	36	345	26	407	36	179	26	241	58	257	16	331
+45 mins.	23	178	40	241	48	324	27	399	26	163	25	214	34	277	16	327
Total Volume	91	736	138	965	160	1335	113	1608	145	704	100	949	176	1127	64	1367
% App. Total	9.4	76.3	14.3		10	83	7		15.3	74.2	10.5		12.9	82.4	4.7	
PHF	.813	.898	.863	.910	.833	.922	.883	.918	.824	.893	.893	.882	.759	.867	.842	.874

City of Norwalk
N/S: Bloomfield Avenue
E/W: Imperial Highway
Weather: Clear

File Name : 02_NWK_Bloo_Imp PM
Site Code : 10823852
Start Date : 9/21/2023
Page No : 1

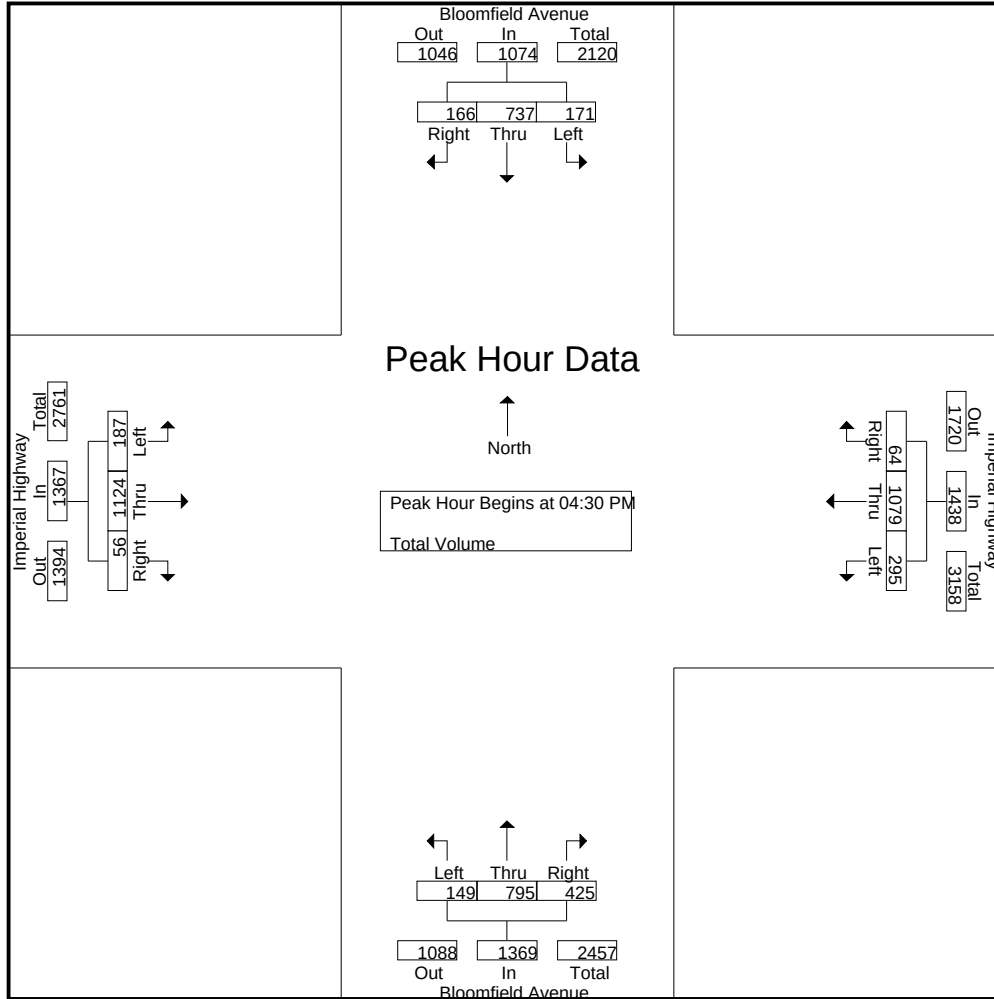
Groups Printed- Total Volume

	Bloomfield Avenue Southbound				Imperial Highway Westbound				Bloomfield Avenue Northbound				Imperial Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	43	175	40	258	63	250	17	330	32	160	97	289	58	281	16	355	1232
04:15 PM	45	186	27	258	83	225	13	321	30	162	108	300	48	254	17	319	1198
04:30 PM	46	197	50	293	68	317	15	400	35	193	96	324	37	289	12	338	1355
04:45 PM	33	170	36	239	76	233	14	323	39	216	96	351	39	263	19	321	1234
Total	167	728	153	1048	290	1025	59	1374	136	731	397	1264	182	1087	64	1333	5019
05:00 PM	51	182	43	276	86	240	17	343	37	202	133	372	69	270	16	355	1346
05:15 PM	41	188	37	266	65	289	18	372	38	184	100	322	42	302	9	353	1313
05:30 PM	46	152	31	229	70	279	10	359	36	167	92	295	29	260	20	309	1192
05:45 PM	29	153	34	216	75	265	20	360	34	170	98	302	39	251	12	302	1180
Total	167	675	145	987	296	1073	65	1434	145	723	423	1291	179	1083	57	1319	5031
Grand Total	334	1403	298	2035	586	2098	124	2808	281	1454	820	2555	361	2170	121	2652	10050
Apprch %	16.4	68.9	14.6		20.9	74.7	4.4		11	56.9	32.1		13.6	81.8	4.6		
Total %	3.3	14	3	20.2	5.8	20.9	1.2	27.9	2.8	14.5	8.2	25.4	3.6	21.6	1.2	26.4	

	Bloomfield Avenue Southbound				Imperial Highway Westbound				Bloomfield Avenue Northbound				Imperial Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	46	197	50	293	68	317	15	400	35	193	96	324	37	289	12	338	1355
04:45 PM	33	170	36	239	76	233	14	323	39	216	96	351	39	263	19	321	1234
05:00 PM	51	182	43	276	86	240	17	343	37	202	133	372	69	270	16	355	1346
05:15 PM	41	188	37	266	65	289	18	372	38	184	100	322	42	302	9	353	1313
Total Volume	171	737	166	1074	295	1079	64	1438	149	795	425	1369	187	1124	56	1367	5248
% App. Total	15.9	68.6	15.5		20.5	75	4.5		10.9	58.1	31		13.7	82.2	4.1		
PHF	.838	.935	.830	.916	.858	.851	.889	.899	.955	.920	.799	.920	.678	.930	.737	.963	.968

City of Norwalk
N/S: Bloomfield Avenue
E/W: Imperial Highway
Weather: Clear

File Name : 02_NWK_Bloo_Imp PM
Site Code : 10823852
Start Date : 9/21/2023
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	46	197	50	293	68	317	15	400	35	193	96	324	37	289	12	338
+15 mins.	33	170	36	239	76	233	14	323	39	216	96	351	39	263	19	321
+30 mins.	51	182	43	276	86	240	17	343	37	202	133	372	69	270	16	355
+45 mins.	41	188	37	266	65	289	18	372	38	184	100	322	42	302	9	353
Total Volume	171	737	166	1074	295	1079	64	1438	149	795	425	1369	187	1124	56	1367
% App. Total	15.9	68.6	15.5		20.5	75	4.5		10.9	58.1	31		13.7	82.2	4.1	
PHF	.838	.935	.830	.916	.858	.851	.889	.899	.955	.920	.799	.920	.678	.930	.737	.963

City of Santa Fe Springs
N/S: Shoemaker Avenue
E/W: Imperial Highway
Weather: Clear

File Name : 03_SFS_Shoe_Imp PM
Site Code : 10823852
Start Date : 9/21/2023
Page No : 1

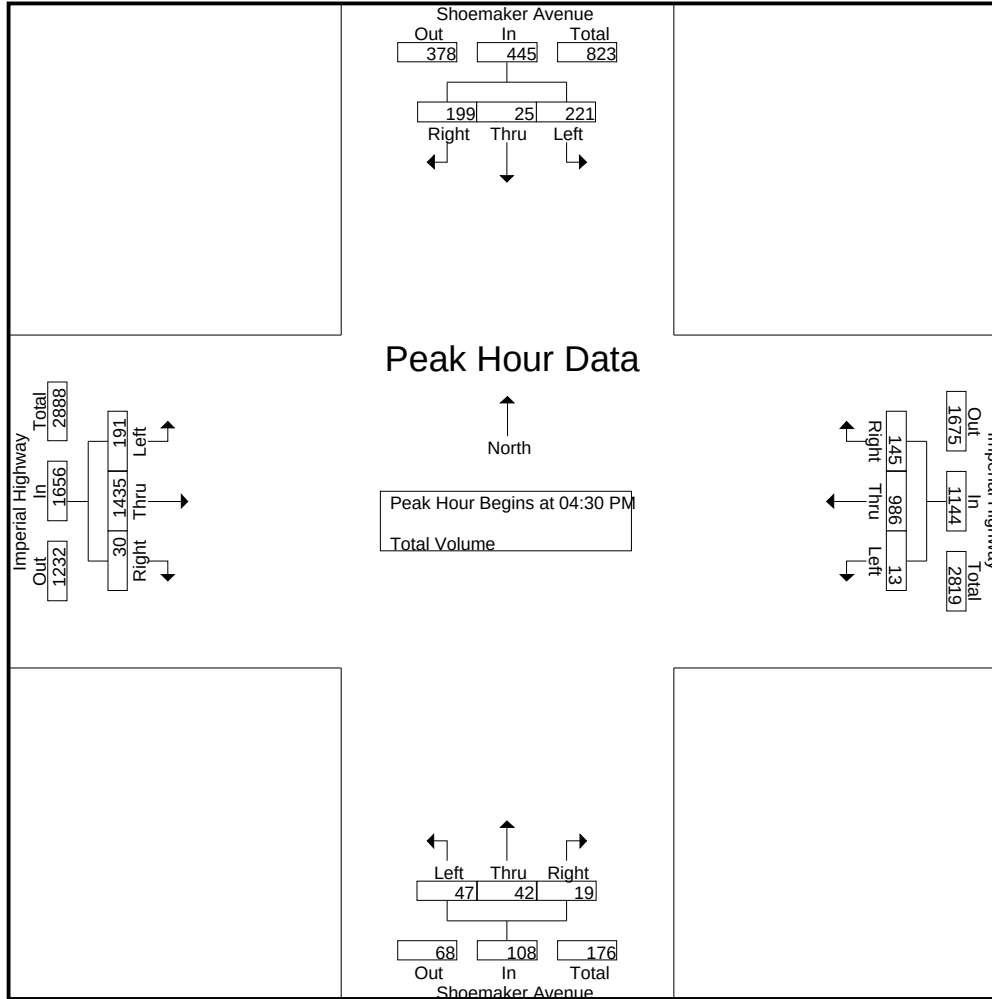
Groups Printed- Total Volume

	Shoemaker Avenue Southbound				Imperial Highway Westbound				Shoemaker Avenue Northbound				Imperial Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	43	9	60	112	2	233	42	277	14	15	6	35	44	380	11	435	859
04:15 PM	45	9	39	93	0	231	38	269	14	10	2	26	48	325	7	380	768
04:30 PM	57	8	68	133	5	324	27	356	11	11	2	24	49	362	3	414	927
04:45 PM	47	5	45	97	4	194	47	245	10	10	4	24	52	335	15	402	768
Total	192	31	212	435	11	982	154	1147	49	46	14	109	193	1402	36	1631	3322
05:00 PM	65	6	52	123	1	240	25	266	13	16	9	38	41	394	5	440	867
05:15 PM	52	6	34	92	3	228	46	277	13	5	4	22	49	344	7	400	791
05:30 PM	33	6	30	69	4	273	38	315	10	9	5	24	35	328	9	372	780
05:45 PM	49	1	45	95	5	266	37	308	15	6	1	22	39	338	2	379	804
Total	199	19	161	379	13	1007	146	1166	51	36	19	106	164	1404	23	1591	3242
Grand Total	391	50	373	814	24	1989	300	2313	100	82	33	215	357	2806	59	3222	6564
Apprch %	48	6.1	45.8		1	86	13		46.5	38.1	15.3		11.1	87.1	1.8		
Total %	6	0.8	5.7	12.4	0.4	30.3	4.6	35.2	1.5	1.2	0.5	3.3	5.4	42.7	0.9	49.1	

	Shoemaker Avenue Southbound				Imperial Highway Westbound				Shoemaker Avenue Northbound				Imperial Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	57	8	68	133	5	324	27	356	11	11	2	24	49	362	3	414	927
04:45 PM	47	5	45	97	4	194	47	245	10	10	4	24	52	335	15	402	768
05:00 PM	65	6	52	123	1	240	25	266	13	16	9	38	41	394	5	440	867
05:15 PM	52	6	34	92	3	228	46	277	13	5	4	22	49	344	7	400	791
Total Volume	221	25	199	445	13	986	145	1144	47	42	19	108	191	1435	30	1656	3353
% App. Total	49.7	5.6	44.7		1.1	86.2	12.7		43.5	38.9	17.6		11.5	86.7	1.8		
PHF	.850	.781	.732	.836	.650	.761	.771	.803	.904	.656	.528	.711	.918	.911	.500	.941	.904

City of Santa Fe Springs
N/S: Shoemaker Avenue
E/W: Imperial Highway
Weather: Clear

File Name : 03_SFS_Shoe_Imp PM
Site Code : 10823852
Start Date : 9/21/2023
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				05:00 PM				04:15 PM				04:30 PM			
+0 mins.	45	9	39	93	1	240	25	266	14	10	2	26	49	362	3	414
+15 mins.	57	8	68	133	3	228	46	277	11	11	2	24	52	335	15	402
+30 mins.	47	5	45	97	4	273	38	315	10	10	4	24	41	394	5	440
+45 mins.	65	6	52	123	5	266	37	308	13	16	9	38	49	344	7	400
Total Volume	214	28	204	446	13	1007	146	1166	48	47	17	112	191	1435	30	1656
% App. Total	48	6.3	45.7		1.1	86.4	12.5		42.9	42	15.2		11.5	86.7	1.8	
PHF	.823	.778	.750	.838	.650	.922	.793	.925	.857	.734	.472	.737	.918	.911	.500	.941

APPENDIX C

INTERSECTION ANALYSIS WORKSHEETS

APPENDIX C-1

INTERSECTION ANALYSIS WORKSHEETS – EXISTING CONDITIONS

RC Santa Fe Springs

Vistro File: \\...\\RC Santa Fe Springs PM.vistro

Scenario 1 EX PM

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

10/6/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Imperial Highway at Norwalk Boulevard	Signalized	HCM 7th Edition	EB Left	0.626	32.8	C
2	Imperial Highway at Bloomfield Avenue	Signalized	HCM 7th Edition	WB Left	0.727	42.6	D
3	Imperial Highway at Shoemaker Avenue	Signalized	HCM 7th Edition	WB Left	0.531	21.2	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: Imperial Highway at Norwalk Boulevard

Control Type:	Signalized	Delay (sec / veh):	32.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.626

Intersection Setup

Name	Norwalk Boulevard			Norwalk Boulevard			Imperial Highway			Imperial Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	2
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Norwalk Boulevard			Norwalk Boulevard			Imperial Highway			Imperial Highway		
Base Volume Input [veh/h]	159	676	95	90	714	132	176	1127	64	163	1333	106
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
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
Proportion of CAVs [%]	0.00											
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
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
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	159	676	95	90	714	132	176	1127	64	163	1333	106
Peak Hour Factor	0.960	0.960	0.960	0.960	0.960	0.960	0.960	0.960	0.960	0.960	0.960	0.960
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	41	176	25	23	186	34	46	293	17	42	347	28
Total Analysis Volume [veh/h]	166	704	99	94	744	138	183	1174	67	170	1389	110
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protec	Permi	Overla	Protec	Permi	Permi	Protec	Permi	Permi	Protec	Permi	Permi
Signal Group	3	8	8	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	10	5	10	0	5	10	0	5	10	0
Maximum Green [s]	30	30	30	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	15	43	43	10	38	0	14	33	0	14	33	0
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	5	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	34	34	0	27	0	0	24	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No	No	No	No		No	No		No	No	
Maximum Recall	No	No	No	No	No		No	No		No	No	
Pedestrian Recall	No	No	No	No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	11	24	38	6	19	19	10	44	44	10	44	44
g / C, Green / Cycle	0.11	0.24	0.38	0.06	0.19	0.19	0.10	0.44	0.44	0.10	0.44	0.44
(v / s)_i Volume / Saturation Flow Rate	0.09	0.20	0.06	0.05	0.15	0.09	0.10	0.23	0.04	0.10	0.27	0.07
s, saturation flow rate [veh/h]	1781	3560	1589	1781	5094	1589	1781	5094	1589	1781	5094	1589
c, Capacity [veh/h]	196	839	597	107	945	295	178	2264	706	178	2264	706
d1, Uniform Delay [s]	43.68	36.42	20.79	46.64	38.84	36.32	45.00	20.06	16.11	44.77	21.22	16.58
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.66	2.35	0.13	19.55	1.50	1.15	38.57	0.85	0.27	22.06	1.25	0.47
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.85	0.84	0.17	0.88	0.79	0.47	1.03	0.52	0.09	0.95	0.61	0.16
d, Delay for Lane Group [s/veh]	53.34	38.76	20.92	66.19	40.33	37.47	83.57	20.91	16.38	66.84	22.47	17.05
Lane Group LOS	D	D	C	E	D	D	F	C	B	E	C	B
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	4.52	8.33	1.55	2.89	5.87	3.08	6.28	6.55	0.93	5.25	8.24	1.57
50th-Percentile Queue Length [ft/ln]	113.0	208.2	38.74	72.13	146.6	76.98	157.1	163.8	23.23	131.2	206.0	39.34
95th-Percentile Queue Length [veh/ln]	8.01	13.06	2.79	5.19	9.84	5.54	10.50	10.75	1.67	9.00	12.95	2.83
95th-Percentile Queue Length [ft/ln]	200.2	326.5	69.73	129.8	245.9	138.5	262.5	268.8	41.81	225.1	323.7	70.81

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	53.34	38.76	20.92	66.19	40.33	37.47	83.57	20.91	16.38	66.84	22.47	17.05
Movement LOS	D	D	C	E	D	D	F	C	B	E	C	B
d_A, Approach Delay [s/veh]	39.44			42.42			28.75			26.63		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	32.75											
Intersection LOS	C											
Intersection V/C	0.626											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			9.0			9.0			9.0		
M_corner, Corner Circulation Area [ft²/ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	41.41			41.41			41.41			41.41		
I_p,int, Pedestrian LOS Score for Intersection	2.872			2.875			3.112			3.269		
Crosswalk LOS	C			C			C			C		
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	780			680			580			580		
d_b, Bicycle Delay [s]	18.61			21.78			25.21			25.21		
I_b,int, Bicycle LOS Score for Intersection	2.359			2.096			2.343			2.478		
Bicycle LOS	B			B			B			B		

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 2: Imperial Highway at Bloomfield Avenue

Control Type:	Signalized	Delay (sec / veh):	42.6
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.727

Intersection Setup

Name	Bloomfield Avenue			Bloomfield Avenue			Imperial Highway			Imperial Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	3
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	83.07
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bloomfield Avenue			Bloomfield Avenue			Imperial Highway			Imperial Highway		
Base Volume Input [veh/h]	149	765	425	171	737	166	187	1124	56	295	1079	64
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
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
Proportion of CAVs [%]	0.00											
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
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
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	149	765	425	171	737	166	187	1124	56	295	1079	64
Peak Hour Factor	0.968	0.968	0.968	0.968	0.968	0.968	0.968	0.968	0.968	0.968	0.968	0.968
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	38	198	110	44	190	43	48	290	14	76	279	17
Total Analysis Volume [veh/h]	154	790	439	177	761	171	193	1161	58	305	1115	66
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protec	Permi	Permi	Protec	Permi	Permi	Protec	Permi	Permi	Protec	Permi	Permi
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	14	43	0	9	38	0	17	30	0	18	31	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	34	0	0	27	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	31	31	5	26	26	13	34	34	14	35	35
g / C, Green / Cycle	0.10	0.31	0.31	0.05	0.26	0.26	0.13	0.34	0.34	0.14	0.35	0.35
(v / s)_i Volume / Saturation Flow Rate	0.09	0.22	0.28	0.05	0.21	0.11	0.11	0.23	0.04	0.17	0.22	0.22
s, saturation flow rate [veh/h]	1781	3560	1589	3459	3560	1589	1781	5094	1589	1781	3560	1817
c, Capacity [veh/h]	178	1113	497	173	935	417	224	1718	536	249	1251	638
d1, Uniform Delay [s]	44.33	30.36	32.64	47.50	34.57	30.46	42.84	28.44	22.79	43.00	26.96	26.96
k, delay calibration	0.11	0.11	0.24	0.11	0.11	0.11	0.11	0.50	0.50	0.14	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.71	0.85	11.07	37.92	1.78	0.64	9.29	2.15	0.41	110.2	2.37	4.58
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.86	0.71	0.88	1.02	0.81	0.41	0.86	0.68	0.11	1.22	0.63	0.63
d, Delay for Lane Group [s/veh]	56.04	31.21	43.70	85.42	36.35	31.11	52.13	30.59	23.19	153.2	29.32	31.53
Lane Group LOS	E	C	D	F	D	C	D	C	C	F	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	4.31	8.37	11.37	3.05	8.76	3.45	5.21	8.11	0.99	13.73	7.98	8.54
50th-Percentile Queue Length [ft/ln]	107.6	209.2	284.2	76.25	218.8	86.25	130.2	202.8	24.85	343.1	199.5	213.5
95th-Percentile Queue Length [veh/ln]	7.71	13.11	16.90	5.49	13.61	6.21	8.95	12.79	1.79	21.55	12.62	13.33
95th-Percentile Queue Length [ft/ln]	192.7	327.8	422.4	137.2	340.2	155.2	223.8	319.6	44.73	538.6	315.4	333.3

Movement, Approach, & Intersection Results

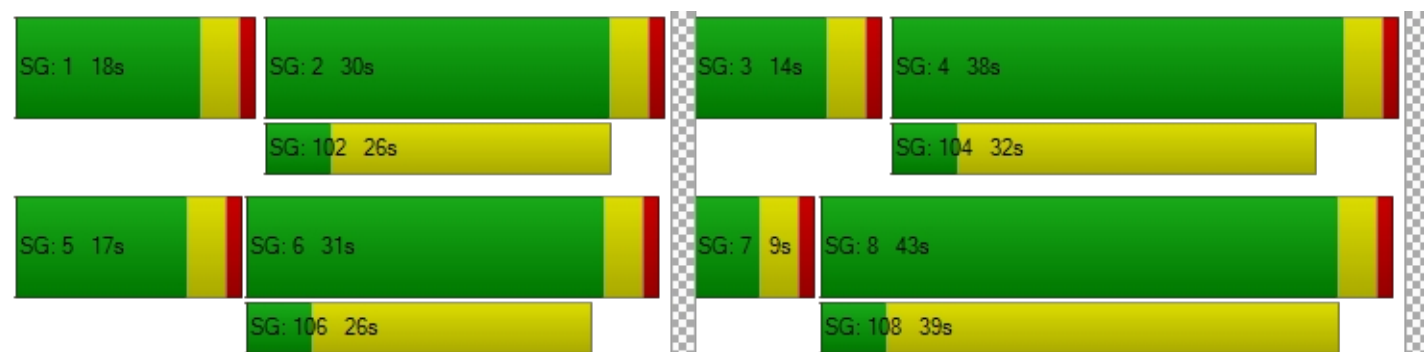
d_M, Delay for Movement [s/veh]	56.04	31.21	43.70	85.42	36.35	31.11	52.13	30.59	23.19	153.2	29.98	31.53
Movement LOS	E	C	D	F	D	C	D	C	C	F	C	C
d_A, Approach Delay [s/veh]	37.94			43.38			33.23			55.35		
Approach LOS	D			D			C			E		
d_I, Intersection Delay [s/veh]	42.62											
Intersection LOS	D											
Intersection V/C	0.727											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			9.0			9.0			9.0		
M_corner, Corner Circulation Area [ft²/ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	41.41			41.41			41.41			41.41		
I_p,int, Pedestrian LOS Score for Intersection	2.867			2.901			3.080			3.291		
Crosswalk LOS	C			C			C			C		
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	780			680			520			540		
d_b, Bicycle Delay [s]	18.61			21.78			27.38			26.65		
I_b,int, Bicycle LOS Score for Intersection	2.701			2.475			2.336			2.377		
Bicycle LOS	B			B			B			B		

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 3: Imperial Highway at Shoemaker Avenue

Control Type:	Signalized	Delay (sec / veh):	21.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.531

Intersection Setup

Name	Shoemaker Avenue			Shoemaker Avenue			Imperial Highway			Imperial Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Shoemaker Avenue			Shoemaker Avenue			Imperial Highway			Imperial Highway		
Base Volume Input [veh/h]	47	42	19	221	25	199	191	1435	30	13	986	145
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
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
Proportion of CAVs [%]	0.00											
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
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
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	47	42	19	221	25	199	191	1435	30	13	986	145
Peak Hour Factor	0.904	0.904	0.904	0.904	0.904	0.904	0.904	0.904	0.904	0.904	0.904	0.904
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	13	12	5	61	7	55	53	397	8	4	273	40
Total Analysis Volume [veh/h]	52	46	21	244	28	220	211	1587	33	14	1091	160
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	ProtP	Permi	Permi	ProtP	Permi	Permi	Protec	Permi	Permi	Protec	Permi	Permi
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	12	39	0	13	40	0	29	39	0	9	19	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	27	0	0	14	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	26	13	13	26	18	14	60	60	2	48	48
g / C, Green / Cycle	0.26	0.13	0.13	0.26	0.18	0.14	0.60	0.60	0.02	0.48	0.48
(v / s)_i Volume / Saturation Flow Rate	0.04	0.02	0.01	0.16	0.15	0.12	0.30	0.30	0.01	0.24	0.24
s, saturation flow rate [veh/h]	1278	1870	1589	1523	1617	1781	3560	1851	1781	3560	1750
c, Capacity [veh/h]	277	242	206	478	293	248	2151	1118	29	1714	842
d1, Uniform Delay [s]	29.33	38.85	38.40	31.91	39.62	42.03	11.18	11.18	48.76	17.59	17.60
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.32	0.38	0.21	0.84	6.74	8.02	0.82	1.57	11.73	1.00	2.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.19	0.19	0.10	0.51	0.85	0.85	0.50	0.50	0.48	0.49	0.49
d, Delay for Lane Group [s/veh]	29.65	39.22	38.61	32.75	46.36	50.05	12.00	12.76	60.49	18.59	19.63
Lane Group LOS	C	D	D	C	D	D	B	B	E	B	B
Critical Lane Group	Yes	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.97	1.03	0.47	5.12	6.37	5.59	6.40	6.90	0.44	6.55	6.69
50th-Percentile Queue Length [ft/ln]	24.32	25.75	11.64	127.89	159.24	139.6	160.0	172.3	11.00	163.7	167.2
95th-Percentile Queue Length [veh/ln]	1.75	1.85	0.84	8.82	10.51	9.46	10.55	11.20	0.79	10.74	10.93
95th-Percentile Queue Length [ft/ln]	43.78	46.36	20.96	220.62	262.71	236.5	263.8	280.0	19.80	268.6	273.2

Movement, Approach, & Intersection Results

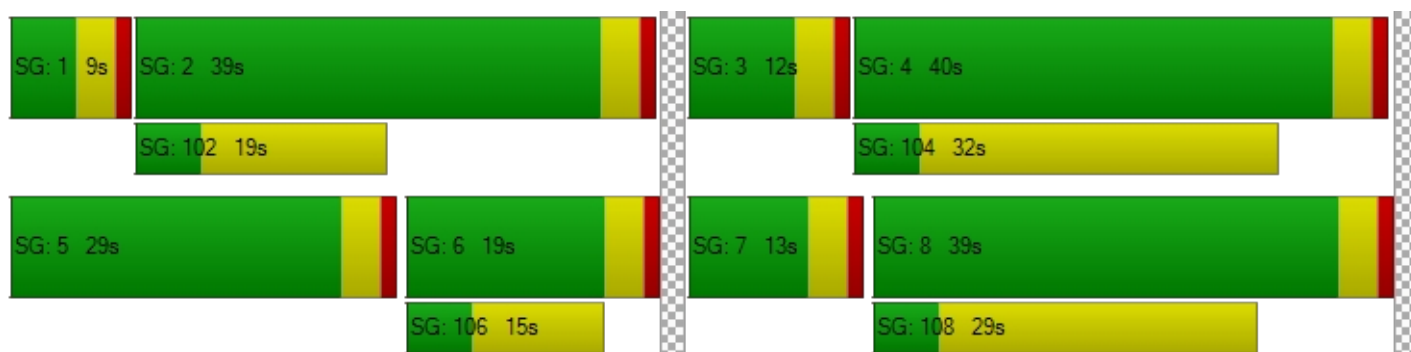
d_M, Delay for Movement [s/veh]	29.65	39.22	38.61	32.75	46.36	46.36	50.05	12.25	12.76	60.49	18.83	19.63
Movement LOS	C	D	D	C	D	D	D	B	B	E	B	B
d_A, Approach Delay [s/veh]	34.93			39.61			16.61			19.40		
Approach LOS	C			D			B			B		
d_I, Intersection Delay [s/veh]	21.20											
Intersection LOS	C											
Intersection V/C	0.531											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			9.0			9.0			9.0		
M_corner, Corner Circulation Area [ft²/ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	41.41			41.41			41.41			41.41		
I_p,int, Pedestrian LOS Score for Intersection	2.185			2.242			3.136			3.086		
Crosswalk LOS	B			B			C			C		
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	700			720			700			300		
d_b, Bicycle Delay [s]	21.13			20.48			21.13			36.13		
I_b,int, Bicycle LOS Score for Intersection	1.756			2.371			2.567			2.255		
Bicycle LOS	A			B			B			B		

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



APPENDIX C-2

INTERSECTION ANALYSIS
WORKSHEETS –
OPENING YEAR 2024 CUMULATIVE

RC Santa Fe Springs

Vistro File: \\...\\RC Santa Fe Springs PM.vistro

Scenario 2 OY 2024 CUM PM

Report File: \\...\\2 OY 2024 CUM PM.pdf

10/10/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Imperial Highway at Norwalk Boulevard	Signalized	HCM 7th Edition	SB Left	0.691	37.3	D
2	Imperial Highway at Bloomfield Avenue	Signalized	HCM 7th Edition	WB Left	0.794	51.1	D
3	Imperial Highway at Shoemaker Avenue	Signalized	HCM 7th Edition	WB Left	0.556	21.5	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: Imperial Highway at Norwalk Boulevard

Control Type:	Signalized	Delay (sec / veh):	37.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.691

Intersection Setup

Name	Norwalk Boulevard			Norwalk Boulevard			Imperial Highway			Imperial Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry 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
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	2
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Norwalk Boulevard			Norwalk Boulevard			Imperial Highway			Imperial Highway		
Base Volume Input [veh/h]	159	676	95	90	714	132	176	1127	64	163	1333	106
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
Proportion of CAVs [%]	0.00											
Growth Factor	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100
In-Process Volume [veh/h]	66	48	29	25	36	0	0	97	6	12	122	6
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
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	227	731	125	116	757	133	178	1235	71	177	1468	113
Peak Hour Factor	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600
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]	59	190	33	30	197	35	46	322	18	46	382	29
Total Analysis Volume [veh/h]	236	761	130	121	789	139	185	1286	74	184	1529	118
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	8	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	10	5	10	0	5	10	0	5	10	0
Maximum Green [s]	30	30	30	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	17	43	43	10	36	0	14	33	0	14	33	0
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	5	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	34	34	0	27	0	0	24	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No	No	No	No		No	No		No	No	
Maximum Recall	No	No	No	No	No		No	No		No	No	
Pedestrian Recall	No	No	No	No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	13	26	40	6	19	19	10	42	42	10	42	42
g / C, Green / Cycle	0.13	0.26	0.40	0.06	0.19	0.19	0.10	0.42	0.42	0.10	0.42	0.42
(v / s)_i Volume / Saturation Flow Rate	0.13	0.21	0.08	0.07	0.15	0.09	0.10	0.25	0.05	0.10	0.30	0.07
s, saturation flow rate [veh/h]	1781	3560	1589	1781	5094	1589	1781	5094	1589	1781	5094	1589
c, Capacity [veh/h]	232	945	644	107	995	310	178	2112	659	178	2112	659
d1, Uniform Delay [s]	43.50	34.32	19.26	47.00	38.31	35.48	45.00	22.91	17.97	45.00	24.48	18.50
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	32.45	1.67	0.15	82.14	1.47	1.01	41.85	1.32	0.35	40.19	2.19	0.59
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.02	0.81	0.20	1.13	0.79	0.45	1.04	0.61	0.11	1.03	0.72	0.18
d, Delay for Lane Group [s/veh]	75.95	36.00	19.41	129.14	39.78	36.49	86.85	24.23	18.31	85.19	26.67	19.10
Lane Group LOS	F	D	B	F	D	D	F	C	B	F	C	B
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	7.75	8.71	1.96	5.08	6.20	3.06	6.45	7.91	1.10	6.36	10.15	1.81
50th-Percentile Queue Length [ft/ln]	193.76	217.80	49.03	126.96	155.05	76.41	161.16	197.82	27.48	159.11	253.79	45.26
95th-Percentile Queue Length [veh/ln]	12.42	13.55	3.53	9.09	10.29	5.50	10.76	12.53	1.98	10.63	15.38	3.26
95th-Percentile Queue Length [ft/ln]	310.44	338.81	88.25	227.24	257.16	137.54	269.06	313.15	49.47	265.77	384.43	81.47

Movement, Approach, & Intersection Results

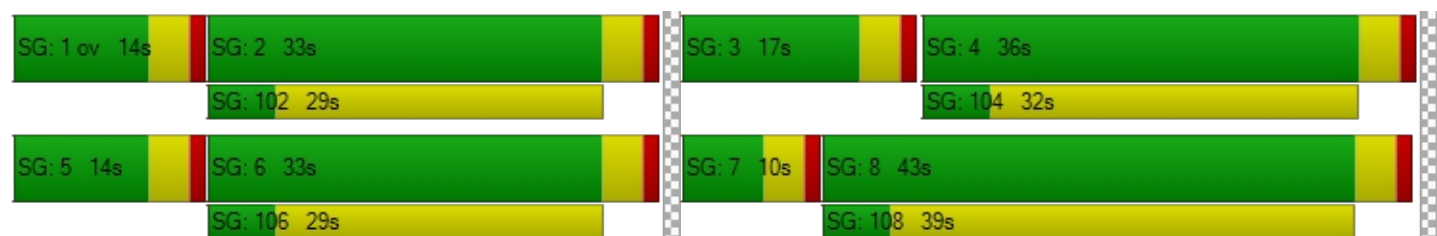
d_M, Delay for Movement [s/veh]	75.95	36.00	19.41	129.14	39.78	36.49	86.85	24.23	18.31	85.19	26.67	19.10
Movement LOS	F	D	B	F	D	D	F	C	B	F	C	B
d_A, Approach Delay [s/veh]	42.45			49.65			31.45			32.06		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	37.32											
Intersection LOS	D											
Intersection V/C	0.691											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			9.0			9.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	41.41			41.41			41.41			41.41		
I_p,int, Pedestrian LOS Score for Intersection	2.903			2.895			3.152			3.301		
Crosswalk LOS	C			C			C			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	780			640			580			580		
d_b, Bicycle Delay [s]	18.61			23.12			25.21			25.21		
I_b,int, Bicycle LOS Score for Intersection	2.489			2.137			2.409			2.567		
Bicycle LOS	B			B			B			B		

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Imperial Highway at Bloomfield Avenue

Control Type:	Signalized	Delay (sec / veh):	51.1
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.794

Intersection Setup

Name	Bloomfield Avenue			Bloomfield Avenue			Imperial Highway			Imperial Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry 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
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	3
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	83.07
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bloomfield Avenue			Bloomfield Avenue			Imperial Highway			Imperial Highway		
Base Volume Input [veh/h]	149	765	425	171	737	166	187	1124	56	295	1079	64
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
Proportion of CAVs [%]	0.00											
Growth Factor	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100
In-Process Volume [veh/h]	50	37	37	0	47	9	7	46	58	47	54	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
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	200	810	466	173	791	177	196	1181	115	345	1144	65
Peak Hour Factor	0.9680	0.9680	0.9680	0.9680	0.9680	0.9680	0.9680	0.9680	0.9680	0.9680	0.9680	0.9680
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]	52	209	120	45	204	46	51	305	30	89	295	17
Total Analysis Volume [veh/h]	207	837	481	179	817	183	202	1220	119	356	1182	67
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	16	43	0	9	36	0	17	30	0	18	31	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	34	0	0	27	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	12	34	34	5	27	27	13	31	31	14	32	32
g / C, Green / Cycle	0.12	0.34	0.34	0.05	0.27	0.27	0.13	0.31	0.31	0.14	0.32	0.32
(v / s)_i Volume / Saturation Flow Rate	0.12	0.24	0.30	0.05	0.23	0.12	0.11	0.24	0.07	0.20	0.23	0.23
s, saturation flow rate [veh/h]	1781	3560	1589	3459	3560	1589	1781	5094	1589	1781	3560	1819
c, Capacity [veh/h]	214	1199	535	173	949	424	232	1596	498	249	1151	588
d1, Uniform Delay [s]	43.81	28.76	31.55	47.50	34.90	30.39	42.69	31.00	25.48	43.00	29.81	29.82
k, delay calibration	0.11	0.11	0.29	0.11	0.11	0.11	0.11	0.50	0.50	0.21	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	21.97	0.75	13.58	41.22	2.43	0.70	9.82	3.54	1.13	201.97	3.86	7.37
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.97	0.70	0.90	1.04	0.86	0.43	0.87	0.76	0.24	1.43	0.72	0.72
d, Delay for Lane Group [s/veh]	65.78	29.51	45.13	88.72	37.33	31.09	52.50	34.54	26.61	244.97	33.68	37.18
Lane Group LOS	E	C	D	F	D	C	D	C	C	F	C	D
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	6.35	8.63	12.75	3.13	9.60	3.70	5.48	9.17	2.24	20.08	9.18	9.95
50th-Percentile Queue Length [ft/ln]	158.85	215.85	318.64	78.23	239.94	92.51	137.01	229.36	55.94	501.95	229.40	248.81
95th-Percentile Queue Length [veh/ln]	10.49	13.45	18.60	5.63	14.68	6.66	9.32	14.14	4.03	31.50	14.14	15.13
95th-Percentile Queue Length [ft/ln]	262.20	336.32	465.01	140.81	366.95	166.53	232.99	353.54	100.69	787.58	353.60	378.15

Movement, Approach, & Intersection Results

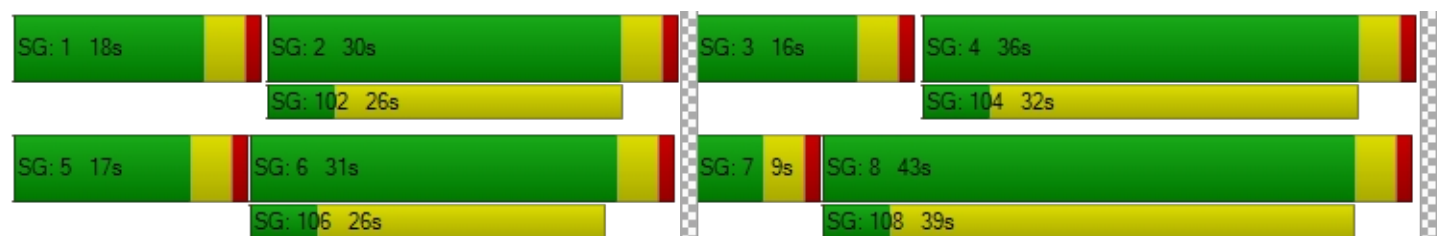
d_M, Delay for Movement [s/veh]	65.78	29.51	45.13	88.72	37.33	31.09	52.50	34.54	26.61	244.97	34.73	37.18
Movement LOS	E	C	D	F	D	C	D	C	C	F	C	D
d_A, Approach Delay [s/veh]	39.36			44.16			36.28			81.47		
Approach LOS	D			D			D			F		
d_I, Intersection Delay [s/veh]	51.07											
Intersection LOS	D											
Intersection V/C	0.794											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			9.0			9.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	41.41			41.41			41.41			41.41		
I_p,int, Pedestrian LOS Score for Intersection	2.917			2.919			3.111			3.313		
Crosswalk LOS	C			C			C			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	780			640			520			540		
d_b, Bicycle Delay [s]	18.61			23.12			27.38			26.65		
I_b,int, Bicycle LOS Score for Intersection	2.818			2.532			2.407			2.442		
Bicycle LOS	C			B			B			B		

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Imperial Highway at Shoemaker Avenue

Control Type:	Signalized	Delay (sec / veh):	21.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.556

Intersection Setup

Name	Shoemaker Avenue			Shoemaker Avenue			Imperial Highway			Imperial Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry 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
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Shoemaker Avenue			Shoemaker Avenue			Imperial Highway			Imperial Highway		
Base Volume Input [veh/h]	47	42	19	221	25	199	191	1435	30	13	986	145
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
Proportion of CAVs [%]	0.00											
Growth Factor	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	83	0	0	101	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
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	47	42	19	223	25	201	193	1532	30	13	1097	146
Peak Hour Factor	0.9040	0.9040	0.9040	0.9040	0.9040	0.9040	0.9040	0.9040	0.9040	0.9040	0.9040	0.9040
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	12	5	62	7	56	53	424	8	4	303	40
Total Analysis Volume [veh/h]	52	46	21	247	28	222	213	1695	33	14	1213	162
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	9	36	0	11	38	0	28	41	0	12	25	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	27	0	0	14	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	26	15	15	26	18	14	60	60	2	48	48
g / C, Green / Cycle	0.26	0.15	0.15	0.26	0.18	0.14	0.60	0.60	0.02	0.48	0.48
(v / s)_i Volume / Saturation Flow Rate	0.04	0.02	0.01	0.17	0.15	0.12	0.32	0.32	0.01	0.26	0.26
s, saturation flow rate [veh/h]	1275	1870	1589	1489	1617	1781	3560	1852	1781	3560	1759
c, Capacity [veh/h]	275	281	239	470	294	250	2148	1117	30	1708	844
d1, Uniform Delay [s]	29.30	37.02	36.60	32.32	39.59	41.99	11.56	11.57	48.74	18.25	18.25
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.33	0.27	0.16	0.91	6.83	8.08	0.94	1.80	11.28	1.22	2.46
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.19	0.16	0.09	0.53	0.85	0.85	0.53	0.53	0.47	0.54	0.54
d, Delay for Lane Group [s/veh]	29.63	37.30	36.75	33.24	46.42	50.07	12.50	13.36	60.01	19.48	20.71
Lane Group LOS	C	D	D	C	D	D	B	B	E	B	C
Critical Lane Group	Yes	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.97	1.00	0.45	5.19	6.43	5.64	7.06	7.62	0.44	7.46	7.67
50th-Percentile Queue Length [ft/ln]	24.30	24.97	11.29	129.69	160.68	141.06	176.47	190.52	10.94	186.53	191.64
95th-Percentile Queue Length [veh/ln]	1.75	1.80	0.81	8.92	10.59	9.54	11.42	12.15	0.79	11.94	12.21
95th-Percentile Queue Length [ft/ln]	43.73	44.94	20.32	223.07	264.63	238.45	285.40	303.70	19.69	298.52	305.15

Movement, Approach, & Intersection Results

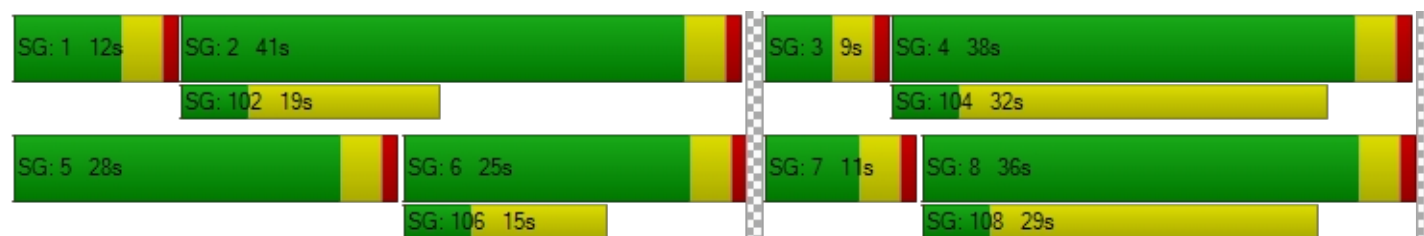
d_M, Delay for Movement [s/veh]	29.63	37.30	36.75	33.24	46.42	46.42	50.07	12.78	13.36	60.01	19.77	20.71
Movement LOS	C	D	D	C	D	D	D	B	B	E	B	C
d_A, Approach Delay [s/veh]	33.85			39.87			16.88			20.29		
Approach LOS	C			D			B			C		
d_I, Intersection Delay [s/veh]	21.49											
Intersection LOS	C											
Intersection V/C	0.556											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			9.0			9.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	41.41			41.41			41.41			41.41		
I_p,int, Pedestrian LOS Score for Intersection	2.185			2.245			3.165			3.140		
Crosswalk LOS	B			B			C			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	640			680			740			420		
d_b, Bicycle Delay [s]	23.12			21.78			19.85			31.21		
I_b,int, Bicycle LOS Score for Intersection	1.756			2.380			2.627			2.324		
Bicycle LOS	A			B			B			B		

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



APPENDIX C-3

INTERSECTION ANALYSIS
WORKSHEETS –
OPENING YEAR 2024 CUMULATIVE
PLUS PROJECT

RC Santa Fe Springs

Vistro File: \\...\\RC Santa Fe Springs PM 70-30.vistro

Scenario 3 OY 2024 CUM WP PM

Report File: \\...\\3 OY 2024 CUM WP PM.pdf

10/18/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Imperial Highway at Norwalk Boulevard	Signalized	HCM 7th Edition	SB Left	0.692	37.6	D
2	Imperial Highway at Bloomfield Avenue	Signalized	HCM 7th Edition	WB Left	0.797	52.5	D
3	Imperial Highway at Shoemaker Avenue	Signalized	HCM 7th Edition	WB Left	0.559	21.6	C
101	Bloomfield Avenue at Project Driveway	Two-way stop	HCM 7th Edition	WB Left	0.127	26.8	D
102	Imperial Highway at Project Driveway	Two-way stop	HCM 7th Edition	SB Right	0.051	18.8	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: Imperial Highway at Norwalk Boulevard

Control Type:	Signalized	Delay (sec / veh):	37.6
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.692

Intersection Setup

Name	Norwalk Boulevard			Norwalk Boulevard			Imperial Highway			Imperial Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry 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
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	2
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Norwalk Boulevard			Norwalk Boulevard			Imperial Highway			Imperial Highway		
Base Volume Input [veh/h]	159	676	95	90	714	132	176	1127	64	163	1333	106
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
Proportion of CAVs [%]	0.00											
Growth Factor	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100
In-Process Volume [veh/h]	66	48	29	25	36	0	0	97	6	12	122	6
Site-Generated Trips [veh/h]	0	0	2	2	0	0	0	3	0	2	2	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
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	227	731	127	118	757	133	178	1238	71	179	1470	115
Peak Hour Factor	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600
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]	59	190	33	31	197	35	46	322	18	47	383	30
Total Analysis Volume [veh/h]	236	761	132	123	789	139	185	1290	74	186	1531	120
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	8	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	10	5	10	0	5	10	0	5	10	0
Maximum Green [s]	30	30	30	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	17	43	43	10	36	0	14	33	0	14	33	0
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	5	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	34	34	0	27	0	0	24	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No	No	No	No		No	No		No	No	
Maximum Recall	No	No	No	No	No		No	No		No	No	
Pedestrian Recall	No	No	No	No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	13	26	40	6	19	19	10	42	42	10	42	42
g / C, Green / Cycle	0.13	0.26	0.40	0.06	0.19	0.19	0.10	0.42	0.42	0.10	0.42	0.42
(v / s)_i Volume / Saturation Flow Rate	0.13	0.21	0.08	0.07	0.15	0.09	0.10	0.25	0.05	0.10	0.30	0.08
s, saturation flow rate [veh/h]	1781	3560	1589	1781	5094	1589	1781	5094	1589	1781	5094	1589
c, Capacity [veh/h]	232	945	644	107	995	310	178	2112	659	178	2112	659
d1, Uniform Delay [s]	43.50	34.32	19.28	47.00	38.31	35.48	45.00	22.94	17.97	45.00	24.49	18.53
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	32.45	1.67	0.16	89.14	1.47	1.01	41.85	1.33	0.35	43.55	2.20	0.61
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.02	0.81	0.20	1.15	0.79	0.45	1.04	0.61	0.11	1.04	0.72	0.18
d, Delay for Lane Group [s/veh]	75.95	36.00	19.44	136.14	39.78	36.49	86.85	24.27	18.31	88.55	26.70	19.14
Lane Group LOS	F	D	B	F	D	D	F	C	B	F	C	B
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	7.75	8.71	1.99	5.29	6.20	3.06	6.45	7.95	1.10	6.53	10.17	1.84
50th-Percentile Queue Length [ft/ln]	193.76	217.80	49.85	132.15	155.05	76.41	161.16	198.67	27.48	163.26	254.30	46.10
95th-Percentile Queue Length [veh/ln]	12.42	13.55	3.59	9.42	10.29	5.50	10.76	12.57	1.98	10.90	15.40	3.32
95th-Percentile Queue Length [ft/ln]	310.44	338.81	89.74	235.62	257.16	137.54	269.06	314.25	49.47	272.42	385.06	82.98

Movement, Approach, & Intersection Results

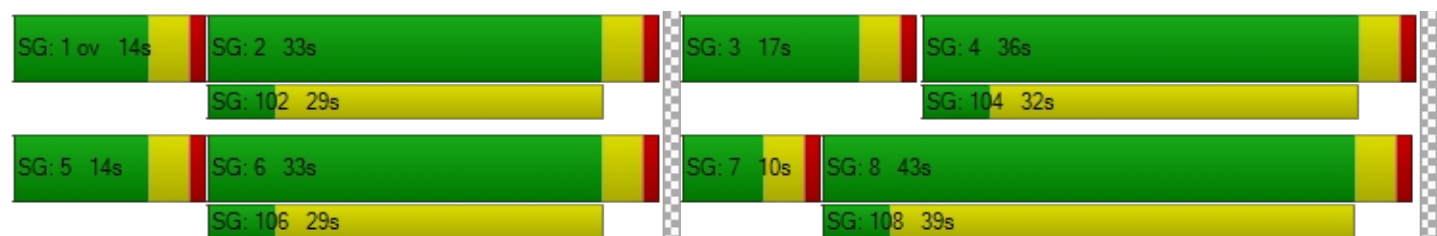
d_M, Delay for Movement [s/veh]	75.95	36.00	19.44	136.14	39.78	36.49	86.85	24.27	18.31	88.55	26.70	19.14
Movement LOS	F	D	B	F	D	D	F	C	B	F	C	B
d_A, Approach Delay [s/veh]	42.41			50.62			31.46			32.46		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	37.63											
Intersection LOS	D											
Intersection V/C	0.692											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			9.0			9.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	41.41			41.41			41.41			41.41		
I_p,int, Pedestrian LOS Score for Intersection	2.904			2.895			3.153			3.303		
Crosswalk LOS	C			C			C			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	780			640			580			580		
d_b, Bicycle Delay [s]	18.61			23.12			25.21			25.21		
I_b,int, Bicycle LOS Score for Intersection	2.491			2.138			2.412			2.570		
Bicycle LOS	B			B			B			B		

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Imperial Highway at Bloomfield Avenue

Control Type:	Signalized	Delay (sec / veh):	52.5
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.797

Intersection Setup

Name	Bloomfield Avenue			Bloomfield Avenue			Imperial Highway			Imperial Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry 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
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	3
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	83.07
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bloomfield Avenue			Bloomfield Avenue			Imperial Highway			Imperial Highway		
Base Volume Input [veh/h]	149	765	425	171	737	166	187	1124	56	295	1079	64
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
Proportion of CAVs [%]	0.00											
Growth Factor	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100
In-Process Volume [veh/h]	50	37	37	0	47	9	7	46	58	47	54	0
Site-Generated Trips [veh/h]	0	7	0	4	7	6	7	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	6	7	-7	0	6	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
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	200	817	466	177	798	189	210	1174	115	351	1144	65
Peak Hour Factor	0.9680	0.9680	0.9680	0.9680	0.9680	0.9680	0.9680	0.9680	0.9680	0.9680	0.9680	0.9680
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]	52	211	120	46	206	49	54	303	30	91	295	17
Total Analysis Volume [veh/h]	207	844	481	183	824	195	217	1213	119	363	1182	67
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	16	43	0	9	36	0	17	30	0	18	31	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	34	0	0	27	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	12	34	34	5	27	27	13	31	31	14	32	32
g / C, Green / Cycle	0.12	0.34	0.34	0.05	0.27	0.27	0.13	0.31	0.31	0.14	0.32	0.32
(v / s)_i Volume / Saturation Flow Rate	0.12	0.24	0.30	0.05	0.23	0.12	0.12	0.24	0.07	0.20	0.23	0.23
s, saturation flow rate [veh/h]	1781	3560	1589	3459	3560	1589	1781	5094	1589	1781	3560	1819
c, Capacity [veh/h]	214	1199	535	173	950	424	232	1595	498	249	1151	588
d1, Uniform Delay [s]	43.81	28.82	31.53	47.50	34.97	30.64	43.10	30.96	25.49	43.00	29.83	29.83
k, delay calibration	0.11	0.11	0.29	0.11	0.11	0.11	0.11	0.50	0.50	0.22	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	21.97	0.77	13.53	48.36	2.57	0.78	16.01	3.47	1.13	214.65	3.87	7.38
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.97	0.70	0.90	1.06	0.87	0.46	0.94	0.76	0.24	1.46	0.72	0.72
d, Delay for Lane Group [s/veh]	65.78	29.59	45.07	95.86	37.54	31.42	59.11	34.42	26.63	257.65	33.70	37.21
Lane Group LOS	E	C	D	F	D	C	E	C	C	F	C	D
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	6.35	8.73	12.74	3.30	9.72	3.98	6.29	9.10	2.24	20.96	9.18	9.96
50th-Percentile Queue Length [ft/ln]	158.85	218.20	318.42	82.52	242.91	99.50	157.23	227.51	55.95	523.89	229.48	248.92
95th-Percentile Queue Length [veh/ln]	10.49	13.57	18.59	5.94	14.83	7.16	10.40	14.05	4.03	32.89	14.15	15.13
95th-Percentile Queue Length [ft/ln]	262.20	339.33	464.75	148.53	370.71	179.10	260.05	351.20	100.72	822.25	353.70	378.29

Movement, Approach, & Intersection Results

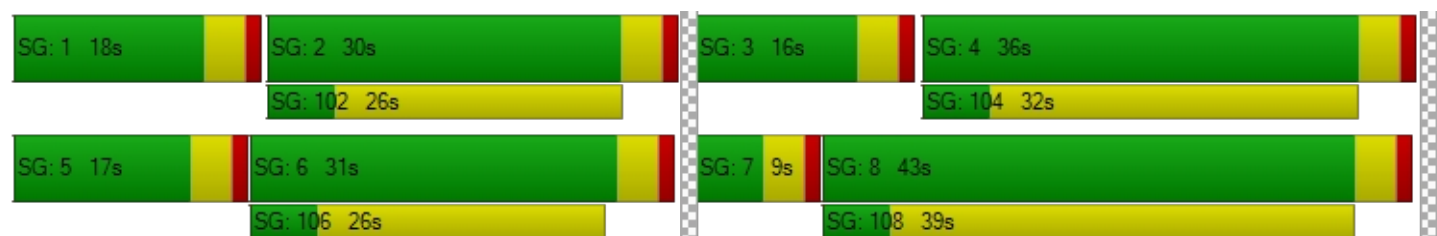
d_M, Delay for Movement [s/veh]	65.78	29.59	45.07	95.86	37.54	31.42	59.11	34.42	26.63	257.65	34.75	37.21
Movement LOS	E	C	D	F	D	C	E	C	C	F	C	D
d_A, Approach Delay [s/veh]	39.34			45.43			37.28			85.05		
Approach LOS	D			D			D			F		
d_I, Intersection Delay [s/veh]	52.54											
Intersection LOS	D											
Intersection V/C	0.797											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			9.0			9.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	41.41			41.41			41.41			41.41		
I_p,int, Pedestrian LOS Score for Intersection	2.921			2.925			3.114			3.313		
Crosswalk LOS	C			C			C			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	780			640			520			540		
d_b, Bicycle Delay [s]	18.61			23.12			27.38			26.65		
I_b,int, Bicycle LOS Score for Intersection	2.824			2.551			2.412			2.446		
Bicycle LOS	C			B			B			B		

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Imperial Highway at Shoemaker Avenue

Control Type:	Signalized	Delay (sec / veh):	21.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.559

Intersection Setup

Name	Shoemaker Avenue			Shoemaker Avenue			Imperial Highway			Imperial Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry 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
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Shoemaker Avenue			Shoemaker Avenue			Imperial Highway			Imperial Highway		
Base Volume Input [veh/h]	47	42	19	221	25	199	191	1435	30	13	986	145
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
Proportion of CAVs [%]	0.00											
Growth Factor	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	83	0	0	101	0
Site-Generated Trips [veh/h]	1	0	0	0	0	1	1	2	1	0	2	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
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	48	42	19	223	25	202	194	1534	31	13	1099	146
Peak Hour Factor	0.9040	0.9040	0.9040	0.9040	0.9040	0.9040	0.9040	0.9040	0.9040	0.9040	0.9040	0.9040
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	12	5	62	7	56	54	424	9	4	304	40
Total Analysis Volume [veh/h]	53	46	21	247	28	223	215	1697	34	14	1216	162
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	9	36	0	11	38	0	28	41	0	12	25	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	27	0	0	14	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	26	15	15	26	18	14	60	60	2	48	48
g / C, Green / Cycle	0.26	0.15	0.15	0.26	0.18	0.14	0.60	0.60	0.02	0.48	0.48
(v / s)_i Volume / Saturation Flow Rate	0.04	0.02	0.01	0.17	0.16	0.12	0.32	0.32	0.01	0.26	0.26
s, saturation flow rate [veh/h]	1275	1870	1589	1488	1617	1781	3560	1851	1781	3560	1760
c, Capacity [veh/h]	276	283	240	471	295	252	2144	1115	30	1701	840
d1, Uniform Delay [s]	29.26	36.94	36.52	32.24	39.56	41.93	11.62	11.63	48.74	18.41	18.41
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.34	0.27	0.16	0.91	6.83	8.09	0.95	1.82	11.28	1.25	2.51
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.19	0.16	0.09	0.52	0.85	0.85	0.53	0.53	0.47	0.54	0.54
d, Delay for Lane Group [s/veh]	29.59	37.21	36.67	33.15	46.39	50.02	12.57	13.45	60.01	19.66	20.92
Lane Group LOS	C	D	D	C	D	D	B	B	E	B	C
Critical Lane Group	Yes	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.99	1.00	0.45	5.18	6.45	5.69	7.10	7.67	0.44	7.52	7.73
50th-Percentile Queue Length [ft/ln]	24.74	24.93	11.27	129.49	161.30	142.34	177.52	191.63	10.94	188.05	193.26
95th-Percentile Queue Length [veh/ln]	1.78	1.80	0.81	8.91	10.62	9.61	11.47	12.21	0.79	12.02	12.29
95th-Percentile Queue Length [ft/ln]	44.54	44.88	20.29	222.79	265.45	240.17	286.78	305.14	19.69	300.49	307.25

Movement, Approach, & Intersection Results

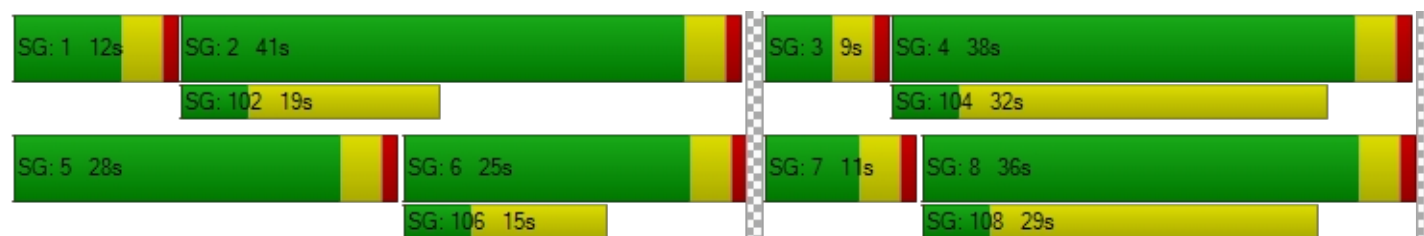
d_M, Delay for Movement [s/veh]	29.59	37.21	36.67	33.15	46.39	46.39	50.02	12.86	13.45	60.01	19.96	20.92
Movement LOS	C	D	D	C	D	D	D	B	B	E	B	C
d_A, Approach Delay [s/veh]	33.75			39.82			16.97			20.48		
Approach LOS	C			D			B			C		
d_I, Intersection Delay [s/veh]	21.59											
Intersection LOS	C											
Intersection V/C	0.559											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			9.0			9.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	41.41			41.41			41.41			41.41		
I_p,int, Pedestrian LOS Score for Intersection	2.185			2.246			3.166			3.141		
Crosswalk LOS	B			B			C			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	640			680			740			420		
d_b, Bicycle Delay [s]	23.12			21.78			19.85			31.21		
I_b,int, Bicycle LOS Score for Intersection	1.758			2.381			2.630			2.325		
Bicycle LOS	A			B			B			B		

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 101: Bloomfield Avenue at Project Driveway

Control Type:	Two-way stop	Delay (sec / veh):	26.8
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.127

Intersection Setup

Name	Bloomfield Avenue		Bloomfield Avenue		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 Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bloomfield Avenue		Bloomfield Avenue		Project Driveway	
Base Volume Input [veh/h]	1016	0	0	1074	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	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100
In-Process Volume [veh/h]	44	0	0	56	0	0
Site-Generated Trips [veh/h]	0	14	5	0	17	4
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	-7	14	7	-7	6	6
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]	1063	28	12	1134	23	10
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	280	7	3	298	6	3
Total Analysis Volume [veh/h]	1119	29	13	1194	24	11
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	0.02	0.01	0.13	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	11.09	0.00	26.83	15.54
Movement LOS	A	A	B	A	D	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.07	0.00	0.52	0.52
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.65	0.00	13.07	13.07
d_A, Approach Delay [s/veh]	0.00		0.12		23.29	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.40					
Intersection LOS	D					

Intersection Level Of Service Report

Intersection 102: Imperial Highway at Project Driveway

Control Type:	Two-way stop	Delay (sec / veh):	18.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.051

Intersection Setup

Name	Project Driveway		Imperial Highway		Imperial Highway	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway		Imperial Highway		Imperial Highway	
Base Volume Input [veh/h]	0	0	0	1720	1438	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	1.0100	1.0000	1.0100	1.0100	1.0100
In-Process Volume [veh/h]	0	0	0	83	101	0
Site-Generated Trips [veh/h]	0	0	0	4	0	4
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	13	0	0	-7	7
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]	0	13	0	1824	1546	11
Peak Hour Factor	1.0000	0.9500	1.0000	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	0	480	407	3
Total Analysis Volume [veh/h]	0	14	0	1920	1627	12
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.05	0.00	0.02	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	18.75	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.16	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	3.99	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	18.75		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.07					
Intersection LOS	C					

APPENDIX **D**

CUMULATIVE PROJECTS INFORMATION

TOTAL CUMULATIVE PROJECTS TRAFFIC

AM Peak Hour												
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1 Imperial Highway at Norwalk Boulevard	48	30	22	12	22	0	0	45	8	10	92	2
2 Imperial Highway at Bloomfield Avenue	48	42	42	0	23	4	5	31	29	23	28	0
3 Imperial Highway at Shoemaker Avenue	0	0	0	0	0	0	0	73	0	0	51	0
4 Bloomfield Avenue at Project Driveway	0	47	0	0	27	0	0	0	0	0	0	0
5 Imperial Highway at Project Driveway	0	0	0	0	0	0	0	73	0	0	51	0

PM Peak Hour												
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1 Imperial Highway at Norwalk Boulevard	66	48	29	25	36	0	0	97	6	12	122	6
2 Imperial Highway at Bloomfield Avenue	50	37	37	0	47	9	7	46	58	47	54	0
3 Imperial Highway at Shoemaker Avenue	0	0	0	0	0	0	0	83	0	0	101	0
4 Bloomfield Avenue at Project Driveway	0	44	0	0	56	0	0	0	0	0	0	0
5 Imperial Highway at Project Driveway	0	0	0	0	0	0	0	83	0	0	101	0

Int. #: 1 Imperial Highway at Norwalk Boulevard

Mirror distribution? Y Entire Intersection

Mirror distribution?

TOTAL CUMULATIVE PROJECTS TRAFFIC													
Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		0	0	3	3	8	0	0	26	8	8	0	0
AM Out		8	8	8	0	0	0	0	0	0	2	44	2
AM Tot		8	8	11	3	8	0	0	26	8	10	44	2
PM In		0	0	6	6	6	0	0	53	6	6	0	0
PM Out		6	6	6	0	0	0	0	0	0	6	43	6
PM Tot		6	6	12	6	6	0	0	53	6	12	43	6

Zone # 1 Civic Center Plaza Commercial Building

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In			20%	20%				20%				
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	20%	20%
AM Out												
PM In	0%	0%	20%	20%	0%	0%	0%	20%	0%		0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	20%	20%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	14	0	0	3	3	0	0	0	3	0	0	0	0
AM Out	9	0	0	0	0	0	0	0	0	0	2	2	2
PM In	32	0	0	6	6	0	0	0	6	0	0	0	0
PM Out	32	0	0	0	0	0	0	0	0	0	6	6	6

Zone # 2 Pollo Campero Drive-Through

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					15%				15%	15%		
Y	15%	15%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	15%	0%	0%	0%	15%	15%	0%	0%
PM Out	15%	15%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	54	0	0	0	0	8	0	0	0	8	8	0	0
AM Out	52	8	8	8	0	0	0	0	0	0	0	0	0
PM In	41	0	0	0	0	6	0	0	0	6	6	0	0
PM Out	38	6	6	6	0	0	0	0	0	0	0	0	0

Zone # 3 Norwalk Transit Village

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In								15%				
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	156	0	0	0	0	0	0	0	23	0	0	0	0
AM Out	279	0	0	0	0	0	0	0	0	0	0	42	0
PM In	310	0	0	0	0	0	0	0	47	0	0	0	0
PM Out	247	0	0	0	0	0	0	0	0	0	0	37	0

Int. #: 2 Imperial Highway at Bloomfield Avenue

Y

TOTAL CUMULATIVE PROJECTS TRAFFIC													
Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		0	0	0	0	23	0	0	0	23	23	10	0
AM Out		42	42	42	0	0	0	0	9	0	0	0	0
AM Tot		42	42	42	0	23	0	0	9	23	23	10	0
PM In		0	0	0	0	47	0	0	0	47	47	11	0
PM Out		37	37	37	0	0	0	0	11	0	0	0	0
PM Tot		37	37	37	0	47	0	0	11	47	47	11	0

Zone # 1 Civic Center Plaza Commercial Building

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											15%	
Y	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%		15%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	14	0	0	0	0	0	0	0	0	0	0	2	0
AM Out	9	0	0	0	0	0	0	0	1	0	0	0	0
PM In	32	0	0	0	0	0	0	0	0	0	0	5	0
PM Out	32	0	0	0	0	0	0	0	5	0	0	0	0

Zone # 2 Pollo Campero Drive-Through

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											15%	
Y	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	54	0	0	0	0	0	0	0	0	0	0	8	0
AM Out	52	0	0	0	0	0	0	0	8	0	0	0	0
PM In	41	0	0	0	0	0	0	0	0	0	0	6	0
PM Out	38	0	0	0	0	0	0	0	6	0	0	0	0

Zone # 3 Norwalk Transit Village

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					15%				15%	15%		
Y	15%	15%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	15%	0%	0%	0%	15%	15%	0%	0%
PM Out	15%	15%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	156	0	0	0	0	23	0	0	0	23	23	0	0
AM Out	279	42	42	42	0	0	0	0	0	0	0	0	0
PM In	310	0	0	0	0	47	0	0	0	47	47	0	0
PM Out	247	37	37	37	0	0	0	0	0	0	0	0	0

Int. #: 3 Imperial Highway at Shoemaker Avenue

Y

TOTAL CUMULATIVE PROJECTS TRAFFIC													
Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		0	0	0	0	0	0	0	0	0	0	33	0
AM Out		0	0	0	0	0	0	0	51	0	0	0	0
AM Tot		0	0	0	0	0	0	0	51	0	0	33	0
PM In		0	0	0	0	0	0	0	0	0	0	58	0
PM Out		0	0	0	0	0	0	0	48	0	0	0	0
PM Tot		0	0	0	0	0	0	0	48	0	0	58	0

Zone # 1 Civic Center Plaza Commercial Building

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											15%	
Y	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%		15%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	14	0	0	0	0	0	0	0	0	0	0	2	0
AM Out	9	0	0	0	0	0	0	0	1	0	0	0	0
PM In	32	0	0	0	0	0	0	0	0	0	0	5	0
PM Out	32	0	0	0	0	0	0	0	5	0	0	0	0

Zone # 2 Pollo Campero Drive-Through

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											15%	
Y	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	54	0	0	0	0	0	0	0	0	0	0	8	0
AM Out	52	0	0	0	0	0	0	0	8	0	0	0	0
PM In	41	0	0	0	0	0	0	0	0	0	0	6	0
PM Out	38	0	0	0	0	0	0	0	6	0	0	0	0

Zone # 3 Norwalk Transit Village

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											15%	
Y	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	156	0	0	0	0	0	0	0	0	0	0	23	0
AM Out	279	0	0	0	0	0	0	0	42	0	0	0	0
PM In	310	0	0	0	0	0	0	0	0	0	0	47	0
PM Out	247	0	0	0	0	0	0	0	37	0	0	0	0

CUMULATIVE PROJECTS - HAND ENTERED FROM TRAFFIC STUDIES

9

9 Norwalk Entertainment District

AM Peak Hour

[illegible]

PM Peak Hour

[illegible]

APPENDIX E

DRIVE-THROUGH QUEUING DATA COLLECTION

Queue Study

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

Day: Thursday
Date: 10/19/2017

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

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

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

Day: Thursday
Date: 10/19/2017

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

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

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

Day: Thursday
Date: 10/19/2017

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

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

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

Day: Thursday
Date: 10/19/2017

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

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

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

Day: Thursday
Date: 10/19/2017

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

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

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

Day: Thursday
Date: 10/19/2017

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

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

Queue Study

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

Day: Saturday
Date: 10/14/2017

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

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

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

Day: Saturday
Date: 10/14/2017

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

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

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

Day: Saturday
Date: 10/14/2017

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

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

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

Day: Saturday
Date: 10/14/2017

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

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

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

Day: Saturday
Date: 10/14/2017

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

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

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

Day: Saturday
Date: 10/14/2017

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

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

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

Day: Saturday
Date: 10/14/2017

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

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

Queue Study

Project: 18-1161

City: Orange

Date: 8/22/2018

Day: Wednesday

12:00 PM - 2:30 PM

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

7:00PM - 9:30 PM

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

Project: 18-1161
City: Orange

Date: 8/22/2018
Day: Wednesday

12:00 PM - 2:30 PM

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

7:00PM - 9:30 PM

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

Project: 18-1161
City: Orange

Date: 8/22/2018
Day: Wednesday

12:00 PM - 2:30 PM

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

7:00PM - 9:30 PM

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

Project: 18-1161
City: Orange

Date: 8/22/2018
Day: Wednesday

12:00 PM - 2:30 PM

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

7:00PM - 9:30 PM

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

Project: 18-1161
City: Orange

Date: 8/22/2018
Day: Wednesday

12:00 PM - 2:30 PM

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

7:00PM - 9:30 PM

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

Project: 18-1161
City: Orange

Date: 8/22/2018
Day: Wednesday

12:00 PM - 2:30 PM

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

7:00PM - 9:30 PM

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

Project: 18-1161
City: Orange

Date: 8/22/2018
Day: Wednesday

12:00 PM - 2:30 PM

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

7:00PM - 9:30 PM

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

Project: 18-1161
City: Orange

Date: 8/22/2018
Day: Wednesday

12:00 PM - 2:30 PM

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

7:00PM - 9:30 PM

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

Project: 18-1161
City: Orange

Date: 8/22/2018
Day: Wednesday

12:00 PM - 2:30 PM

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

7:00PM - 9:30 PM

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

Queue Study

Project: 18-1161
City: Orange

Date: 8/18/2018
Day: Saturday

12:00 PM - 2:30 PM

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

7:00PM - 9:30 PM

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

Project: 18-1161
City: Orange

Date: 8/18/2018
Day: Saturday

12:00 PM - 2:30 PM

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

7:00PM - 9:30 PM

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

Project: 18-1161
City: Orange

Date: 8/18/2018
Day: Saturday

12:00 PM - 2:30 PM

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

7:00PM - 9:30 PM

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

Project: 18-1161
City: Orange

Date: 8/18/2018
Day: Saturday

12:00 PM - 2:30 PM

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

7:00PM - 9:30 PM

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

Project: 18-1161
City: Orange

Date: 8/18/2018
Day: Saturday

12:00 PM - 2:30 PM

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

7:00PM - 9:30 PM

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

Project: 18-1161
City: Orange

Date: 8/18/2018
Day: Saturday

12:00 PM - 2:30 PM

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

7:00PM - 9:30 PM

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

Project: 18-1161
City: Orange

Date: 8/18/2018
Day: Saturday

12:00 PM - 2:30 PM

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

7:00PM - 9:30 PM

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

Project: 18-1161
City: Orange

Date: 8/18/2018
Day: Saturday

12:00 PM - 2:30 PM

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

7:00PM - 9:30 PM

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
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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

Queue Study

Location: 8867 Cuyamaca St
City: Santee, CA

Date: 2/5/2022
Day: Saturday

New Veh in DT	TIME	Queue Length (Number of Vehicles)			
		Zone 1 (Pickup Window to Order Menu)	Zone 2 (Order Menu to Drive Thru Lane Entrance)	Zone 3 (Drive Thru Lane Entrance to Back)	Totals
0	11:00 AM	3	2	0	5
0	11:01 AM	3	2	0	5
0	11:02 AM	3	2	0	5
1	11:03 AM	3	3	0	6
1	11:04 AM	4	3	0	7
2	11:05 AM	5	4	0	9
2	11:06 AM	6	5	0	11
0	11:07 AM	6	5	0	11
0	11:08 AM	6	4	0	10
1	11:09 AM	8	3	0	11
0	11:10 AM	8	3	0	11
3	11:11 AM	10	4	0	14
2	11:12 AM	10	6	0	16
0	11:13 AM	10	6	0	16
0	11:14 AM	9	3	0	12
0	11:15 AM	9	2	0	11
0	11:16 AM	8	3	0	11
0	11:17 AM	8	2	0	10
0	11:18 AM	8	2	0	10
0	11:19 AM	8	2	0	10
3	11:20 AM	9	4	0	13
1	11:21 AM	9	5	0	14
0	11:22 AM	8	4	0	12
1	11:23 AM	6	7	0	13
1	11:24 AM	7	7	0	14
5	11:25 AM	11	8	0	19
0	11:26 AM	11	7	0	18
0	11:27 AM	11	7	0	18
1	11:28 AM	11	8	0	19
0	11:29 AM	10	7	0	17

New Veh in DT	TIME	Queue Length (Number of Vehicles)			
		Zone 1 (Pickup Window to Order Menu)	Zone 2 (Order Menu to Drive Thru Lane Entrance)	Zone 3 (Drive Thru Lane Entrance to Back)	Totals
0	4:00 PM	8	7	0	15
0	4:01 PM	8	6	0	14
0	4:02 PM	8	6	0	14
0	4:03 PM	7	6	0	13
1	4:04 PM	7	7	0	14
0	4:05 PM	6	6	0	12
1	4:06 PM	7	6	0	13
0	4:07 PM	6	7	0	13
0	4:08 PM	6	7	0	13
2	4:09 PM	8	7	0	15
0	4:10 PM	7	7	0	14
1	4:11 PM	8	7	0	15
1	4:12 PM	9	7	0	16
0	4:13 PM	10	4	0	14
1	4:14 PM	9	6	0	15
0	4:15 PM	8	7	0	15
0	4:16 PM	10	5	0	15
0	4:17 PM	9	6	0	15
0	4:18 PM	10	5	0	15
1	4:19 PM	10	6	0	16
0	4:20 PM	9	7	0	16
1	4:21 PM	10	7	0	17
0	4:22 PM	9	7	0	16
0	4:23 PM	9	6	0	15
1	4:24 PM	10	6	0	16
0	4:25 PM	10	6	0	16
0	4:26 PM	9	6	0	15
0	4:27 PM	9	6	0	15
1	4:28 PM	9	7	0	16
0	4:29 PM	9	7	0	16

1	11:30 AM	11	7	0	18
0	11:31 AM	10	6	0	16
3	11:32 AM	12	7	0	19
0	11:33 AM	11	8	0	19
0	11:34 AM	11	6	0	17
0	11:35 AM	11	5	0	16
0	11:36 AM	12	4	0	16
0	11:37 AM	9	4	0	13
3	11:38 AM	11	5	0	16
0	11:39 AM	11	5	0	16
3	11:40 AM	12	7	0	19
1	11:41 AM	11	9	0	20
1	11:42 AM	11	10	0	21
1	11:43 AM	11	11	0	22
0	11:44 AM	11	11	0	22
1	11:45 AM	12	11	0	23
0	11:46 AM	11	10	0	21
0	11:47 AM	11	10	0	21
0	11:48 AM	11	10	0	21
0	11:49 AM	10	9	0	19
2	11:50 AM	10	11	0	21
1	11:51 AM	11	10	1	22
0	11:52 AM	10	9	0	19
0	11:53 AM	11	8	0	19
2	11:54 AM	12	9	0	21
0	11:55 AM	12	9	0	21
0	11:56 AM	12	9	0	21
0	11:57 AM	12	8	0	20
0	11:58 AM	12	7	0	19
1	11:59 AM	12	8	0	20
2	12:00 PM	12	10	0	22
0	12:01 PM	12	10	0	22
0	12:02 PM	11	8	0	19
0	12:03 PM	11	8	0	19
0	12:04 PM	11	8	0	19
0	12:05 PM	11	7	0	18
0	12:06 PM	10	8	0	18
0	12:07 PM	9	6	0	15

0	4:30 PM	7	6	0	13
0	4:31 PM	7	6	0	13
2	4:32 PM	8	7	0	15
0	4:33 PM	7	7	0	14
0	4:34 PM	6	8	0	14
0	4:35 PM	5	6	0	11
1	4:36 PM	5	7	0	12
0	4:37 PM	5	7	0	12
0	4:38 PM	4	7	0	11
1	4:39 PM	5	7	0	12
0	4:40 PM	4	7	0	11
0	4:41 PM	3	7	0	10
0	4:42 PM	2	7	0	9
0	4:43 PM	3	6	0	9
0	4:44 PM	5	4	0	9
5	4:45 PM	7	7	0	14
2	4:46 PM	7	9	0	16
0	4:47 PM	7	7	0	14
0	4:48 PM	7	7	0	14
2	4:49 PM	9	7	0	16
1	4:50 PM	10	7	0	17
0	4:51 PM	8	8	0	16
0	4:52 PM	8	8	0	16
0	4:53 PM	9	7	0	16
1	4:54 PM	9	8	0	17
1	4:55 PM	10	8	0	18
3	4:56 PM	11	10	0	21
0	4:57 PM	10	11	0	21
0	4:58 PM	9	10	0	19
2	4:59 PM	11	10	0	21
0	5:00 PM	10	10	0	20
0	5:01 PM	10	9	0	19
1	5:02 PM	11	9	0	20
0	5:03 PM	10	7	0	17
0	5:04 PM	9	7	0	16
1	5:05 PM	10	7	0	17
0	5:06 PM	10	7	0	17
0	5:07 PM	10	7	0	17

0	12:08 PM	6	7	0	13
0	12:09 PM	6	7	0	13
4	12:10 PM	9	8	0	17
0	12:11 PM	9	8	0	17
0	12:12 PM	9	8	0	17
0	12:13 PM	10	7	0	17
0	12:14 PM	11	4	0	15
0	12:15 PM	10	4	0	14
5	12:16 PM	11	8	0	19
1	12:17 PM	11	9	0	20
0	12:18 PM	11	6	0	17
3	12:19 PM	12	8	0	20
1	12:20 PM	12	9	0	21
0	12:21 PM	11	9	0	20
2	12:22 PM	12	10	0	22
0	12:23 PM	11	9	0	20
2	12:24 PM	12	10	0	22
0	12:25 PM	12	10	0	22
0	12:26 PM	11	10	0	21
0	12:27 PM	11	10	0	21
0	12:28 PM	11	10	0	21
1	12:29 PM	12	10	0	22
0	12:30 PM	12	10	0	22
2	12:31 PM	12	12	0	24
0	12:32 PM	12	11	0	23
1	12:33 PM	12	12	0	24
0	12:34 PM	11	12	0	23
0	12:35 PM	10	11	0	21
0	12:36 PM	9	10	0	19
1	12:37 PM	10	10	0	20
2	12:38 PM	12	10	0	22
0	12:39 PM	11	11	0	22
1	12:40 PM	11	12	0	23
0	12:41 PM	9	12	0	21
4	12:42 PM	11	14	0	25
0	12:43 PM	11	14	0	25
1	12:44 PM	12	14	0	26
0	12:45 PM	11	13	1	25

0	5:08 PM	10	7	0	17
0	5:09 PM	8	7	0	15
1	5:10 PM	9	7	0	16
0	5:11 PM	9	6	0	15
2	5:12 PM	11	6	0	17
5	5:13 PM	12	10	0	22
0	5:14 PM	11	10	0	21
0	5:15 PM	11	10	0	21
0	5:16 PM	10	8	0	18
1	5:17 PM	11	8	0	19
1	5:18 PM	11	9	0	20
1	5:19 PM	12	9	0	21
0	5:20 PM	12	9	0	21
0	5:21 PM	12	9	0	21
0	5:22 PM	11	8	0	19
1	5:23 PM	12	8	0	20
0	5:24 PM	12	8	0	20
0	5:25 PM	11	6	0	17
0	5:26 PM	11	6	0	17
0	5:27 PM	11	6	0	17
1	5:28 PM	11	7	0	18
0	5:29 PM	7	7	0	14
0	5:30 PM	8	5	0	13
0	5:31 PM	7	6	0	13
0	5:32 PM	5	7	0	12
0	5:33 PM	4	6	0	10
0	5:34 PM	4	6	0	10
0	5:35 PM	2	5	0	7
0	5:36 PM	2	5	0	7
2	5:37 PM	2	7	0	9
1	5:38 PM	3	7	0	10
0	5:39 PM	3	7	0	10
1	5:40 PM	4	7	0	11
1	5:41 PM	5	7	0	12
0	5:42 PM	4	7	0	11
5	5:43 PM	9	7	0	16
0	5:44 PM	10	4	0	14
3	5:45 PM	9	8	0	17

0	12:46 PM	11	13	0	24
1	12:47 PM	12	13	0	25
0	12:48 PM	12	13	0	25
0	12:49 PM	11	12	0	23
0	12:50 PM	11	12	0	23
1	12:51 PM	12	12	0	24
0	12:52 PM	12	12	0	24
0	12:53 PM	12	10	0	22
0	12:54 PM	11	11	0	22
1	12:55 PM	12	11	0	23
0	12:56 PM	12	11	0	23
0	12:57 PM	12	11	0	23
0	12:58 PM	11	9	0	20
1	12:59 PM	10	11	0	21
3	1:00 PM	12	12	0	24
0	1:01 PM	12	12	0	24
0	1:02 PM	10	12	0	22
1	1:03 PM	11	12	0	23
0	1:04 PM	12	10	0	22
0	1:05 PM	10	10	0	20
0	1:06 PM	11	9	0	20
2	1:07 PM	12	10	0	22
2	1:08 PM	12	12	0	24
0	1:09 PM	12	12	0	24
0	1:10 PM	12	10	0	22
0	1:11 PM	12	10	0	22
0	1:12 PM	11	11	0	22
2	1:13 PM	11	13	0	24
1	1:14 PM	12	13	0	25
0	1:15 PM	11	11	1	23
0	1:16 PM	12	11	0	23
0	1:17 PM	11	9	0	20
0	1:18 PM	10	9	0	19
0	1:19 PM	11	8	0	19
3	1:20 PM	12	10	0	22
0	1:21 PM	10	8	0	18
2	1:22 PM	11	9	0	20
0	1:23 PM	12	8	0	20

0	5:46 PM	9	8	0	17
0	5:47 PM	8	8	0	16
2	5:48 PM	9	9	0	18
1	5:49 PM	10	9	0	19
1	5:50 PM	11	9	0	20
0	5:51 PM	12	8	0	20
0	5:52 PM	12	8	0	20
0	5:53 PM	11	9	0	20
0	5:54 PM	9	9	0	18
3	5:55 PM	12	9	0	21
0	5:56 PM	11	9	0	20
0	5:57 PM	10	10	0	20
0	5:58 PM	10	8	0	18
2	5:59 PM	11	9	0	20
0	6:00 PM	11	9	0	20
1	6:01 PM	11	10	0	21
1	6:02 PM	12	10	0	22
0	6:03 PM	12	9	0	21
0	6:04 PM	10	9	0	19
0	6:05 PM	10	9	0	19
0	6:06 PM	10	9	0	19
0	6:07 PM	10	9	0	19
1	6:08 PM	11	9	0	20
1	6:09 PM	11	10	0	21
0	6:10 PM	10	9	0	19
0	6:11 PM	10	8	0	18
2	6:12 PM	12	8	0	20
2	6:13 PM	12	10	0	22
0	6:14 PM	10	10	0	20
1	6:15 PM	11	10	0	21
0	6:16 PM	11	10	0	21
0	6:17 PM	10	9	0	19
3	6:18 PM	12	10	0	22
0	6:19 PM	12	10	0	22
0	6:20 PM	11	10	0	21
1	6:21 PM	12	10	0	22
0	6:22 PM	12	9	0	21
0	6:23 PM	12	8	0	20

1	1:24 PM	12	9	0	21
0	1:25 PM	11	10	0	21
1	1:26 PM	12	10	0	22
4	1:27 PM	12	14	0	26
0	1:28 PM	12	13	1	26
0	1:29 PM	11	12	0	23
0	1:30 PM	11	12	0	23
0	1:31 PM	11	12	0	23
1	1:32 PM	12	12	0	24
0	1:33 PM	11	10	0	21
0	1:34 PM	11	9	0	20
0	1:35 PM	8	9	0	17
3	1:36 PM	9	11	0	20
2	1:37 PM	11	11	0	22
0	1:38 PM	9	11	0	20
3	1:39 PM	12	11	0	23
1	1:40 PM	12	12	0	24
0	1:41 PM	11	12	0	23
1	1:42 PM	12	12	0	24
1	1:43 PM	12	13	0	25
0	1:44 PM	12	13	0	25
0	1:45 PM	12	12	0	24
0	1:46 PM	10	12	0	22
0	1:47 PM	11	11	0	22
0	1:48 PM	11	11	0	22
0	1:49 PM	10	11	0	21
2	1:50 PM	12	11	0	23
0	1:51 PM	11	12	0	23
0	1:52 PM	10	10	0	20
0	1:53 PM	9	10	0	19
0	1:54 PM	9	10	0	19
0	1:55 PM	8	10	0	18
1	1:56 PM	8	11	0	19
0	1:57 PM	8	11	0	19
0	1:58 PM	7	9	0	16
0	1:59 PM	7	9	0	16
3	2:00 PM	8	11	0	19
	Totals	1873	1628	4	3505

3	6:24 PM	12	11	0	23
0	6:25 PM	11	10	0	21
0	6:26 PM	11	10	0	21
0	6:27 PM	11	9	0	20
0	6:28 PM	9	9	0	18
0	6:29 PM	8	9	0	17
0	6:30 PM	8	9	0	17
2	6:31 PM	10	9	0	19
1	6:32 PM	10	10	0	20
0	6:33 PM	10	10	0	20
1	6:34 PM	11	10	0	21
0	6:35 PM	10	10	0	20
1	6:36 PM	11	10	0	21
0	6:37 PM	11	10	0	21
1	6:38 PM	12	10	0	22
0	6:39 PM	12	9	0	21
0	6:40 PM	10	9	0	19
0	6:41 PM	10	9	0	19
0	6:42 PM	8	10	0	18
0	6:43 PM	8	10	0	18
1	6:44 PM	9	10	0	19
0	6:45 PM	9	10	0	19
1	6:46 PM	10	10	0	20
0	6:47 PM	9	10	0	19
0	6:48 PM	9	9	0	18
1	6:49 PM	10	9	0	19
0	6:50 PM	10	9	0	19
1	6:51 PM	10	10	0	20
0	6:52 PM	10	10	0	20
0	6:53 PM	11	9	0	20
0	6:54 PM	11	9	0	20
0	6:55 PM	11	9	0	20
0	6:56 PM	10	9	0	19
0	6:57 PM	10	9	0	19
0	6:58 PM	10	7	0	17
0	6:59 PM	10	7	0	17
0	7:00 PM	10	6	0	16
	Totals	1178	1026	0	2204

Queue Study

Location: 8867 Cuyamaca St
City: Santee, CA

Date: 2/8/2022
Day: Tuesday

New Veh in DT	TIME	Queue Length (Number of Vehicles)			
		Zone 1 (Pickup Window to Order Menu)	Zone 2 (Order Menu to Drive Thru Lane Entrance)	Zone 3 (Drive Thru Lane Entrance to Back)	Totals
	11:00 AM	2	1	0	3
1	11:01 AM	2	2	0	4
0	11:02 AM	0	2	0	2
0	11:03 AM	1	1	0	2
0	11:04 AM	1	0	0	1
0	11:05 AM	1	0	0	1
0	11:06 AM	1	0	0	1
2	11:07 AM	1	2	0	3
2	11:08 AM	1	4	0	5
0	11:09 AM	1	4	0	5
0	11:10 AM	1	4	0	5
1	11:11 AM	1	5	0	6
0	11:12 AM	0	6	0	6
0	11:13 AM	2	4	0	6
1	11:14 AM	3	4	0	7
0	11:15 AM	5	1	0	6
0	11:16 AM	4	2	0	6
0	11:17 AM	4	2	0	6
2	11:18 AM	4	4	0	8
0	11:19 AM	2	4	0	6
0	11:20 AM	1	5	0	6
0	11:21 AM	1	4	0	5
4	11:22 AM	2	7	0	9
1	11:23 AM	3	7	0	10
2	11:24 AM	3	9	0	12
1	11:25 AM	4	9	0	13
2	11:26 AM	5	10	0	15
0	11:27 AM	6	9	0	15
0	11:28 AM	5	10	0	15
1	11:29 AM	6	10	0	16

New Veh in DT	TIME	Queue Length (Number of Vehicles)			
		Zone 1 (Pickup Window to Order Menu)	Zone 2 (Order Menu to Drive Thru Lane Entrance)	Zone 3 (Drive Thru Lane Entrance to Back)	Totals
	4:00 PM	0	2	0	2
0	4:01 PM	0	1	0	1
1	4:02 PM	0	2	0	2
1	4:03 PM	0	3	0	3
0	4:04 PM	0	2	0	2
0	4:05 PM	0	1	0	1
0	4:06 PM	1	0	0	1
1	4:07 PM	1	1	0	2
0	4:08 PM	1	0	0	1
0	4:09 PM	0	0	0	0
2	4:10 PM	0	2	0	2
1	4:11 PM	1	2	0	3
0	4:12 PM	0	2	0	2
2	4:13 PM	0	4	0	4
1	4:14 PM	1	4	0	5
2	4:15 PM	2	5	0	7
0	4:16 PM	2	4	0	6
0	4:17 PM	2	3	0	5
0	4:18 PM	3	1	0	4
3	4:19 PM	4	3	0	7
0	4:20 PM	4	2	0	6
0	4:21 PM	3	1	0	4
0	4:22 PM	1	1	0	2
0	4:23 PM	2	0	0	2
3	4:24 PM	2	3	0	5
2	4:25 PM	3	4	0	7
0	4:26 PM	2	5	0	7
2	4:27 PM	3	6	0	9
0	4:28 PM	4	4	0	8
3	4:29 PM	4	7	0	11

0	11:30 AM	5	9	0	14
0	11:31 AM	5	9	0	14
0	11:32 AM	9	4	0	13
3	11:33 AM	9	7	0	16
0	11:34 AM	9	6	0	15
0	11:35 AM	11	3	0	14
0	11:36 AM	11	3	0	14
0	11:37 AM	12	2	0	14
1	11:38 AM	11	4	0	15
0	11:39 AM	11	4	0	15
0	11:40 AM	11	3	0	14
0	11:41 AM	9	4	0	13
0	11:42 AM	8	4	0	12
2	11:43 AM	7	7	0	14
3	11:44 AM	9	8	0	17
0	11:45 AM	8	8	0	16
0	11:46 AM	7	8	0	15
1	11:47 AM	6	10	0	16
2	11:48 AM	10	8	0	18
0	11:49 AM	10	6	0	16
0	11:50 AM	10	5	0	15
0	11:51 AM	11	3	0	14
1	11:52 AM	11	4	0	15
0	11:53 AM	11	2	0	13
3	11:54 AM	10	6	0	16
1	11:55 AM	10	7	0	17
1	11:56 AM	10	8	0	18
0	11:57 AM	11	7	0	18
0	11:58 AM	11	6	0	17
0	11:59 AM	12	5	0	17
0	12:00 PM	10	5	0	15
0	12:01 PM	11	4	0	15
2	12:02 PM	9	8	0	17
1	12:03 PM	8	10	0	18
0	12:04 PM	9	9	0	18
0	12:05 PM	9	6	0	15
2	12:06 PM	9	8	0	17
0	12:07 PM	9	7	0	16

1	4:30 PM	5	7	0	12
1	4:31 PM	6	7	0	13
1	4:32 PM	6	8	0	14
0	4:33 PM	6	7	0	13
1	4:34 PM	5	9	0	14
0	4:35 PM	4	9	0	13
0	4:36 PM	3	9	0	12
0	4:37 PM	1	9	0	10
1	4:38 PM	2	9	0	11
0	4:39 PM	3	8	0	11
0	4:40 PM	3	8	0	11
0	4:41 PM	3	8	0	11
0	4:42 PM	2	8	0	10
0	4:43 PM	2	7	0	9
0	4:44 PM	3	6	0	9
0	4:45 PM	4	5	0	9
0	4:46 PM	4	5	0	9
0	4:47 PM	3	6	0	9
0	4:48 PM	3	6	0	9
1	4:49 PM	4	6	0	10
0	4:50 PM	3	7	0	10
0	4:51 PM	3	6	0	9
0	4:52 PM	3	5	0	8
2	4:53 PM	4	6	0	10
1	4:54 PM	3	8	0	11
0	4:55 PM	2	9	0	11
0	4:56 PM	2	9	0	11
1	4:57 PM	3	8	1	12
1	4:58 PM	3	8	2	13
0	4:59 PM	3	9	0	12
3	5:00 PM	3	9	3	15
0	5:01 PM	3	9	0	12
4	5:02 PM	4	9	3	16
0	5:03 PM	3	9	3	15
1	5:04 PM	4	9	3	16
0	5:05 PM	3	8	3	14
0	5:06 PM	3	8	0	11
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0	12:12 PM	7	6	0	13
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0	12:14 PM	10	4	0	14
1	12:15 PM	9	6	0	15
0	12:16 PM	9	6	0	15
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2	12:18 PM	10	7	0	17
0	12:19 PM	9	7	0	16
0	12:20 PM	7	8	0	15
0	12:21 PM	9	6	0	15
1	12:22 PM	9	7	0	16
0	12:23 PM	8	6	0	14
0	12:24 PM	8	6	0	14
1	12:25 PM	8	7	0	15
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2	12:28 PM	10	8	0	18
0	12:29 PM	10	8	0	18
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0	12:36 PM	9	6	1	16
0	12:37 PM	8	5	1	14
1	12:38 PM	8	7	0	15
1	12:39 PM	8	8	0	16
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2	5:16 PM	3	8	3	14
0	5:17 PM	2	8	3	13
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3	5:19 PM	2	10	3	15
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0	5:21 PM	1	10	0	11
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3	12:53 PM	9	10	0	19
0	12:54 PM	10	9	0	19
0	12:55 PM	9	8	0	17
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0	12:57 PM	10	4	0	14
0	12:58 PM	9	5	0	14
2	12:59 PM	10	6	0	16
3	1:00 PM	10	9	0	19
2	1:01 PM	11	10	0	21
0	1:02 PM	8	10	0	18
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4	5:47 PM	7	12	4	23
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4	5:49 PM	6	13	4	23
0	5:50 PM	6	13	0	19
7	5:51 PM	9	14	3	26
0	5:52 PM	10	14	0	24
4	5:53 PM	11	14	3	28
0	5:54 PM	10	14	0	24
1	5:55 PM	11	14	0	25
0	5:56 PM	9	14	2	25
0	5:57 PM	11	13	1	25
0	5:58 PM	11	11	0	22
0	5:59 PM	11	11	0	22
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5	6:16 PM	12	9	0	21
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1	1:32 PM	10	6	0	16
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0	1:36 PM	8	1	0	9
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3	1:44 PM	8	5	0	13
1	1:45 PM	11	3	0	14
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0	1:52 PM	8	1	0	9
0	1:53 PM	6	2	0	8
0	1:54 PM	6	1	0	7
0	1:55 PM	5	2	0	7
0	1:56 PM	5	1	0	6
0	1:57 PM	4	2	0	6
0	1:58 PM	3	3	0	6
0	1:59 PM	6	0	0	6
0	2:00 PM	6	0	0	6
	Totals	1354	1064	2	2420

0	6:24 PM	10	7	0	17
1	6:25 PM	11	7	0	18
1	6:26 PM	11	8	0	19
0	6:27 PM	10	8	0	18
1	6:28 PM	10	9	0	19
0	6:29 PM	9	7	0	16
3	6:30 PM	10	9	0	19
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0	6:32 PM	9	9	0	18
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2	6:37 PM	11	9	0	20
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2	6:39 PM	10	10	0	20
1	6:40 PM	12	9	0	21
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0	6:42 PM	11	8	0	19
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0	6:44 PM	11	11	0	22
1	6:45 PM	12	11	0	23
0	6:46 PM	12	10	0	22
0	6:47 PM	11	11	0	22
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3	6:50 PM	9	10	2	21
2	6:51 PM	9	11	3	23
0	6:52 PM	9	11	3	23
0	6:53 PM	10	11	0	21
2	6:54 PM	10	11	2	23
0	6:55 PM	9	11	1	21
0	6:56 PM	9	11	0	20
1	6:57 PM	10	11	0	21
2	6:58 PM	10	11	2	23
0	6:59 PM	10	11	2	23
0	7:00 PM	10	11	0	21
	Totals	921	1141	167	2229

APPENDIX F

ITE QUEUING CALCULATION

DRIVE-THROUGH QUEUING ANALYSIS

Project: Raising Cane's Restaurant
Location: Santa Fe Springs, CA

INPUT VALUES

Variable	Description	Value
A =	average number of vehicle arrivals per hour ¹	74
S =	service rate, number of vehicles per hour ²	87
I =	traffic intensity, utilization factor = A/S	0.85
Q =	queue capacity (vehicles)	39

FORMULAS

Average Length of Queue

$$\text{Avg } Q = A^2 / S(S-A) = I^2 / 1-I \quad 4.84$$

Probability of Q Number of Vehicles in Queue

$$P(Q) = (I)^Q (1-I) \quad 0.03\%$$

Probability of Queue Exceeding Q Vehicles (23 Vehicles)

$$P(Q > a) = 1 - \sum_{Q=0}^{Q=a} P(Q) \quad 0.35\%$$

¹ For a worst-case analysis, the average peak arrival rate of all four data collection

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

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



CITY OF SANTA FE SPRINGS

PLANNING COMMISSION AGENDA STAFF REPORT

TO: Honorable Members of the Planning Commission

FROM: Wayne M. Morrell, Director of Planning

BY: Teresa Cavallo, Planning Secretary

SUBJECT: **MINUTES OF THE APRIL 10, 2023 REGULAR PLANNING COMMISSION MEETING**

DATE: December 18, 2023

RECOMMENDATION(S):

It is recommended that the Planning Commission:

- 1) Approve the minutes as submitted.

FISCAL IMPACT

N/A

BACKGROUND

Staff has prepared the minutes for the following meeting:

- Regular Planning Commission Meeting of April 10, 2023

ANALYSIS

N/A

ENVIRONMENTAL

N/A

DISCUSSION

N/A

SUMMARY/NEXT STEPS

N/A

ATTACHMENT(S):

A. April 10, 2023 Regular Meeting Minutes

<u>ITEM STATUS:</u>	
APPROVED:	☐
DENIED:	☐
TABLED:	☐
DIRECTION GIVEN:	☐



APPROVED:

MINUTES OF THE ADJOURNED MEETING OF THE SANTA FE SPRINGS PLANNING COMMISSION

April 10, 2023

1. **CALL TO ORDER**

Vice Chair Carbajal called the meeting to order at 6:02 p.m.

2. **PLEDGE OF ALLEGIANCE**

Vice Chair Carbajal called upon Commissioner Jimenez to lead everyone in the Pledge of Allegiance.

3. **ROLL CALL**

Members present: Chairperson Carbajal
Vice Chairperson Ayala
Commissioner Flores
Commissioner Jimenez
Commissioner Mora

Staff: Russell I. Miyahira, Deputy City Attorney
Wayne M. Morrell, Director of Planning
Cuong Nguyen, Senior Planner
Vince Velasco, Associate Planner
Claudia Jimenez, Assistant Planner
Teresa Cavallo, Planning Secretary

Council: None

Members absent: None

4. **EX PARTE COMMUNICATIONS**

None

5. **PUBLIC COMMENT**

None

6. **PUBLIC HEARING**

(Continued from the March 13, 2023 Planning Commission Meeting)
CEQA - Adoption of Mitigated Negative Declaration
Development Plan Approval (DPA) Case No. 999

Recommendation:

- Consider the information presented in this report, in combination with the March 13, 2023 staff report, which collectively provide necessary background and context; and
- Find and determine that the proposed project will not be detrimental to persons or properties in the surrounding area or to the City in general, and will be in conformance with the overall purpose and objective of the Zoning Ordinance and consistent with the goals, policies and program of the City's General Plan; and
- Find that the applicant's DPA request meets the criteria set forth in §155.739 of the City's Zoning Ordinance, for the granting of a Development Plan Approval; and
- Approve and adopt the proposed Initial Study/Mitigated Negative Declaration and accompanying Mitigation Monitoring and Reporting Program (MMRP) which, based on the findings of the Initial Study, indicates that there is no substantial evidence, with mitigations, that the proposed project will have a significant adverse immitigable impacts on the environment; and
- Approve Development Plan Approval Case No. 999, subject to the conditions of approval as contained within Resolution No. 229-2023; and
- Adopt Resolution No. 229-2023, which incorporates the Planning Commission's findings and actions regarding this matter.

Chair Carbajal called upon Assistant Planner Claudia Jimenez to present Item No. 6.

Chair Carbajal asked if any of the Planning Commissioners had any questions.

Having no questions, Chair Carbajal made note that the Public Hearing is open and asked if the Applicant wished to speak to please approach the podium or use the raised hand function via Zoom.

Planning Commissioners inquired on the truck route, trash enclosures, and overnight truck parking.

Applicant Representatives Jeff Hamilton and Traffic Engineer Jose Alire addressed the Planning Commissioners inquiries.

Director of Planning Wayne Morrell clarified that truck route enforcement by the Planning Commission is not legally defensible.

A discussion ensued regarding traffic along Florence.

Chair Carbajal inquired if any comments were received. Planning Secretary Teresa Cavallo confirmed that no further comments were received.

Having no further questions or comments, Chair Jimenez closed the Public Hearing at 6:22 p.m. and requested a motion.

It was moved by Commissioner Jimenez, seconded by Commissioner More to approve Resolution 229-2023 for Adoption of Mitigated Negative Declaration and Development Plan Approval (DPA) Case No. 999, and the recommendations regarding this entitlement, which passed by the following roll call vote:

Ayes: Carbajal, Jimenez, Flores, and Mora
Nays: Ayala
Absent: None

Deputy City Attorney Russell I. Miyahira read the City's appeal process.

7. PUBLIC HEARING

Categorically Exempt - CEQA Guidelines Section 15301, Class 1

Conditional Use Permit (CUP) Case No. 834

Recommendation:

- Open the Public Hearing and receive the staff report and any comments from the public regarding Conditional Use Permit Case No. 834, and thereafter, close the Public Hearing; and
- Find and determine that the proposed use will not be detrimental to persons or properties in the surrounding area or to the City in general, and will be in conformance with the overall purpose and objective of the Zoning Ordinance and consistent with the goals, policies and programs of the City's General Plan; and
- Find that the applicant's CUP request meets the criteria set forth in §155.716 of the City's Zoning Ordinance, for the granting of a Conditional Use Permit; and
- Find and determine that pursuant to Section 15301, Class 1 (Existing Facilities) of the California Environmental Quality Act (CEQA), the project is Categorically Exempt; and
- Approve Conditional Use Permit Case No. 834, subject to the conditions of approval as contained within Resolution No. 230-2023; and
- Adopt Resolution No. 230-2023, which incorporates the Planning Commission's findings and actions regarding this matter.

Chair Carbajal called upon Planning Consultant Alejandro DeLoera to present Item No. 7.

Chair Carbajal asked if any of the Planning Commissioners had any questions.

Commissioner Mora inquired about the licensed therapist qualification requirements and surprise visits. Planning Consultant Alejandro DeLoera responded that individual licensed therapist are required to renew their licenses yearly and according to Police Services Center the applicant has maintained their licenses and Police Service Center would take the lead on random visits due to a code enforcement.

Commissioner Ayala inquired about any code enforcement violations. Per Police Services Center, the applicant has not had any violations.

Director of Planning Wayne Morrell inquired if Police Services Center was contacted to provide any conditions or concerns. Planning Consultant DeLoera indicated that Police Services Center was contacted and no concerns were expressed.

Chair Carbajal inquired about other tenants in that area being relocated. Asst. Director Cuong Nguyen responded that the City is aware of the Chris n' Pitts site is being

developed; however, we have not been notified which businesses will be relocated within the City.

Commissioner Flores inquired about the lighting conditions and how is the condition enforced. Asst. Director of Planning Cuong Nguyen responded that the existing site will be under code compliance inspections and at that time all conditions will be enforced.

Having no further questions, Chair Carbajal opened the Public Hearing at 6:35 p.m. and asked if the Applicant wished to speak to please approach the podium or use the raised hand function via Zoom.

Applicant's Representative Paul Gonzalez thanked Planning Consultant Alejandro DeLeora for the very thorough report and provided a synopsis of the history of In Step Massage and the success of the business due to the residents of Santa Fe Springs. Commissioner Jimenez thanked the applicant for staying in the Santa Fe Springs Community.

Commissioner Ayala addressed a website that eludes the massage business as providing services other than massages. Applicant's Representative expressed that no such "side business" is being conducted at their business.

A discussion ensued about safety concerns and social media postings.

Chair Carbajal inquired if any comments were received. Planning Secretary Teresa Cavallo confirmed that no further comments were received.

Having no further questions or comments, Chair Jimenez closed the Public Hearing at 6:44 p.m. and requested a motion.

It was moved by Commissioner Jimenez, seconded by Commissioner Flores to approve Resolution 230-2023 for Conditional Use Permit (CUP) Case No. 834, and the recommendations regarding this entitlement, which passed by the following roll call vote:

Ayes:	Ayala, Carbajal, Jimenez, Flores, and Mora
Nays:	None
Absent:	None

Deputy City Attorney Russell I. Miyahira read the City's appeal process.

8. NEW BUSINESS

Statutorily Exempt - CEQA Guidelines Sections 15378 (b)(5) and 15061(b)(3)
City of Santa Fe Springs Transportation Study Guidelines

Chair Carbajal called upon Assistant Director of Planning Cuong Nguyen to introduce the City's Transportation Consultant Fehr & Peers to present Item No. 8.

Chair Carbajal asked if any of the Planning Commissioners had any questions.

Having no questions, Chair Carbajal requested a Motion for Item No. 8.

It was moved by Commissioner Mora, seconded by Commissioner Ayala to approve staff's recommendation to adopt Resolution 228-2023 to recommend that the City Council adopt the City of Santa Fe Springs Transportation Study Guidelines and to find that the Guidelines are CEQA Statutorily Exempt, which passed by the following roll call vote:

Ayes: Ayala, Carbajal, Jimenez, Flores, and Mora

Nays: None

Absent: None

9. CONSENT ITEM

Consent Agenda items are considered routine matters, which may be enacted, by one motion and roll call vote. Any item may be removed from the Consent Agenda and considered separately by the Planning Commission.

A. CONSENT ITEM

Conditional Use Permit Case No. 777-3

Recommendation:

A request for a time extension of Conditional Use Permit (CUP) Case No. 777 which allowed the establishment, operation, and maintenance of a convenience store at 13417 Rosecrans Avenue (APN: 8059-003-035), within the M-1, Light Manufacturing, Zone. (Muhamet Cifligu)

It was moved by Commissioner Jimenez, seconded by Commissioner Mora to approve Consent Item No. 9A, and the recommendations regarding this entitlement, which passed by the following roll call vote:

Ayes: Ayala, Carbajal, Jimenez, Flores, and Mora

Nays: None

Absent: None

10. ANNOUNCEMENTS

- Commissioners

Commissioner Jimenez and Mora announced that the City's EGGstravaganza had a great turn out and it seemed that the pancake line never ended.

Chair Carbajal thanked Commissioners Jimenez and Mora for volunteering as the event's cooks.

The Commissioners invited everyone to the City's upcoming Art Fest.

- Staff

Assistant Director of Planning Cuong Nguyen announced that the City prepares

conflict of interest radius maps for each Commissioner and if the Commissioners can be mindful of projects within their radius maps.

11. ADJOURNMENT

Chair Carbajal adjourned the meeting at 7:15 p.m.

ATTEST:

Chair Carbajal

Teresa Cavallo
Planning Secretary

Date



CITY OF SANTA FE SPRINGS

PLANNING COMMISSION AGENDA STAFF REPORT

TO: Members of the Planning Commission

FROM: Wayne M. Morrell, Director of Planning

BY: Pablo Castilla, Planning Intern

SUBJECT: **CONDITIONAL USE PERMIT (“CUP”) CASE NO. 194-11 - A COMPLIANCE REVIEW OF A CONTRACTOR’S STORAGE YARD OF VACUUM TRUCKS FOR A SEPTIC TANK CLEANING BUSINESS AT 14018 CARMENITA ROAD, WITHIN THE M-1, LIGHT MANUFACTURING, ZONE. (ROBERTS LIQUID DISPOSAL)**

DATE: December 18, 2023

RECOMMENDATION(S):

It is recommended that the Planning Commission:

- 1) Find that the continued operation and maintenance of a contractor’s storage yard of vacuum trucks for a septic tank cleaning business, if conducted in strict compliance with the conditions of approval, will be harmonious with adjoining properties and surrounding uses in the area and will be in conformance with the overall purposes and objectives of the City’s Zoning Ordinance and consistent with the goals, policies, and programs of the City’s General Plan; and
- 2) Require that CUP Case No. 194-11 be subject to a compliance review in ten (10) years on, or before, November 13, 2033, to ensure that the use is still operating in strict compliance with the conditions of approval as contained within this staff report.
- 3) Take such additional, relation action that may be desirable.

FISCAL IMPACT:

N/A

BACKGROUND/DISCUSSION:

On August 11, 2023, Robert’s Liquid Disposal (“Applicant”) filed a Compliance Review request for Conditional Use Permit Case No. 194-11 to continue the operation and maintenance of a contractor’s storage yard for a septic tank cleaning business at 14018 Carmenita Road (“Project Site”).

Project/Applicant Information

Project Location:	14018 Carmenita Road
Project Applicant:	Roberts Liquid Disposal
Property Owner:	Peggy Lee Herricks
General Plan Designation:	Industrial
Zoning Designation:	M-1 (Light Manufacturing)
Existing Use on Property:	Contractors storage yard

In accordance with Section 155.213 (W) of the City’s Zoning Ordinance, a Conditional Use Permit (CUP) is required for the contractor’s storage yard within the M-1 (Light Manufacturing) Zone:

Code Section:	Conditional Uses:
§ 155.213 (W)	Open storage yards, except those otherwise listed as a principal permitted use or a conditional use.

The applicant is in the septic tank cleaning business wherein the applicant uses vacuum trucks to remove sewage from septic tanks. The waste from the septic tanks is then disposed of at a licensed County dump facility; none of the waste material is allowed to be brought onto or stored upon the subject property. The property is being used for the outside storage of vacuum trucks and empty bins/tanks associated with the septic tank cleaning business.

On August 5, 1974, the Planning Commission originally approved a Conditional Use Permit to establish, operate, and maintain a contractor’s storage yard on the project site. The subject use has now occurred on the site for 49 consecutive years. This is the eleventh compliance review that has been conducted since the original Conditional Use Permit was approved.

ANALYSIS:

As a standard practice for all CUP compliance reviews, an inspection of the subject property was performed by City staff to ensure continued compliance with the conditions of approval before bringing the matter back to the Planning Commission. Staff conducted a walk-through inspection on August 24, 2023, and found the contractor’s storage yard was operating in full compliance with the existing conditions of approval.

ENVIRONMENTAL:

N/A

SUMMARY:

Staff finds that if the subject use continues to operate in strict compliance with the required conditions of approval, it will continue to be harmonious with adjoining properties and surrounding uses in the area and, therefore, will not be detrimental to persons or property in the immediate vicinity and will not adversely affect the city in general. Staff is therefore recommending that CUP 194 be subject to a compliance review in ten (10) years, on or before, December 18, 2033, to ensure the subject contractor's storage yard is still operating in strict compliance with the conditions of approval (see Attachment E).

ATTACHMENT(S):

1. Attachment A – Aerial Photograph
2. Attachment B – Photograph of Subject Property
3. Attachment C – Time Extension Request Letter
4. Attachment D – Receipt
5. Attachment E – Conditions of Approval

ATTACHMENT A – AERIAL PHOTOGRAPH

Robert's Liquid Disposal



14018 Carmenita Road

ATTACHMENT B – PHOTOGRAPH OF SUBJECT PROPERTY



ATTACHMENT C – TIME EXTENSION REQUEST LETTER



**ROBERT'S
LIQUID
DISPOSAL**

14018 Carmenita Road
Santa Fe Springs, CA 90670
TEL: (562) 864-2953
FAX: (562) 926-8527

August 11, 2023

DEPARTMENT OF PLANNING & DEVELOPMENT
CITY OF SANTA FE SPRINGS
11710 Telegraph Road
Santa Fe Springs, Ca. 90670
Attn: Pablo Castilla

Re: RENEWAL OF CONDITIONAL USE PERMIT (CUP) Case No. 194
@ 14018 Carmenita Road, Santa Fe Springs, Ca. 90670

Dear Mr. Castilla,

I would like to request an extension of our Conditional Use Permit to allow the continued operation and maintenance of a Contractor's storage yard @ 14018 Carmenita Road. I have a Septic Tank Cleaning Business, and park 5 vacuum pump trucks on my 0.37 acre property located in M-1, Light Manufacturing Zone District @ 14018 Carmenita Road, within the Consolidated Redevelopment Project Area.

I have been here since 1973. My operations have remained the same. The trucks are parked here, and dispatched through out Los Angeles County, pumping Septic Tanks. This is a family owned and operated business.

I look forward to the Renewal of our Conditional Use Permit!

Sincerely,

Peggy Lee Herricks
ROBERT'S LIQUID DISPOSAL, INC.

Enclosure: Permit extension & processing fee of \$563.00 attached*

ATTACHMENT D - RECEIPT

006501-0002 08/17/2023 08:34AM

MISCELLANEOUS
Description: CONDITIONAL
USE PERMIT (PLO201)
Reference 1: 14018
Reference 2: CARMENITA
CONDITIONAL USE PERMIT
(PLO201)
2024 Item: PLO201
CONDITIONAL USE PERMIT
(PLO201)

City of Santa Fe Springs
FINANCE DEPARTMENT
11710 E Telegraph Rd
Santa Fe Springs, CA 90670
(562) 868-0511

Subtotal 563.00
Total 563.00
CHECK 563.00
Check Number: 005940
Change due 0.00

Paid by: ROBERT'S LIQUID DISPOSAL INC
14018 CARMENITA

Comments: HA

Thank you for your payment
CUSTOMER COPY

DISTRIBUTION					
FUND	GL	ACTIVITY	OBJECT	PROJECT	AMOUNT
2003011010319942				3015	5
					563.00

Robert Liquid Disposal
(NAME)
(ADDRESS)
(CITY AND STATE)
Compliance R & W Fee
(DESCRIPTION)
Case # 194 - 14018 Carmenita
SPR

RECEIPT

ATTACHMENT E – CONDITIONS OF APPROVAL

NOTE: Changes to existing conditions are provided as a strike-through or bold.

PLANNING AND DEVELOPMENT DEPARTMENT:

(Contact – Pablo Castilla: 562-868-0511 x7358)

1. That any future signage for the property shall first be reviewed and approved the Department of Planning and Development. The sign proposal (plan) shall include a site plan, building elevation on which the sign will be located, size, style and color of the proposed sign. All drawings shall be properly dimensioned and drawn to scale on 24" x 26" maximum size paper. All signs shall be installed in accordance with the sign standards of the Zoning Ordinance and related sign guidelines of the City. **(Ongoing)**
2. That the applicant/owner shall continue to comply with all Federal, State and local requirements and regulations included, but not limited to, the Santa Fe Springs City Municipal Code, Uniform Building Code, Uniform Fire Code, Certified Unified Program Agency (CUPA) programs and all other applicable codes and regulations. **(Ongoing)**
3. That all required landscaped areas shall continue to be maintained in a neat, clean, orderly and healthful condition. This is meant to include proper pruning, mowing of laws, weeding, removal of litter, fertilizing, replacing of plants, trees and shrubs when necessary and the regular watering of all plantings. **(Ongoing)**
4. That the automatic sprinkler system shall be regularly maintained and shall provide adequate water for all landscaped areas. **(Ongoing)**
5. That there shall be no dumping or storage of waste materials on the property. **(Ongoing)**
6. That the storing of more than two trucks four trucks on the property shall be subject to the approval of the Director of Planning and Development. **(Ongoing)**
7. That Conditional Use Permit Case No. 194-4011, shall be subject to a compliance review in five ~~(5)~~ **10 years**, on or before ~~July 9, 2023~~ **December 18, 2033**. Approximately, three (3) months before ~~July 9, 2023~~ **December 18, 2023**, the applicant shall request in writing that the City review the circumstances of the case for a further extension of the privileges granted. **(Revised)**

8. It is hereby declared to be the intent that if any provision of this Permit is violated or held to be invalid, or if any law, statute or ordinances violated the Permit shall be void and the privileges granted hereunder shall lapse. **(Ongoing)**
9. That the trees, adjacent to Carmenita Road, shall continue to be maintained in a neat, clean, orderly and healthful condition. **(Ongoing)**



CITY OF SANTA FE SPRINGS

PLANNING COMMISSION AGENDA STAFF REPORT

TO: Members of the Planning Commission

FROM: Wayne M. Morrell, Director of Planning

BY: Rudy Lopez, Planning Intern

SUBJECT: **CONDITIONAL USE PERMIT (“CUP”) CASE NO. 497-6 - A COMPLIANCE REVIEW OF A METAL RECLAMATION AND PRODUCT MANUFACTURING USE AT 15611 RESIN PLACE, WITHIN THE M-2, HEAVY MANUFACTURING, ZONE. (HERAEUS PRECIOUS METALS NORTH AMERICA, LLC)**

DATE: December 18, 2023

RECOMMENDATION(S):

It is recommended that the Planning Commission:

- 1) Find that the continued operation and maintenance of the subject metal reclamation and product manufacturing use, if conducted in strict compliance with the conditions of approval, will be harmonious with adjoining properties and surrounding uses in the area and will be in conformance with the overall purposes and objectives of the City’s Zoning Ordinance and consistent with the goals, policies, and programs of the City’s General Plan; and
- 2) Require that CUP Case No. 497-6 be subject to a compliance review in five (5) years on, or before, December 18, 2028, to ensure that the use is still operating in strict compliance with the conditions of approval as contained within this staff report.
- 3) Take such additional, related action that may be desirable.

FISCAL IMPACT:

N/A

BACKGROUND/DISCUSSION:

On September 21, 2023, Heraeus Precious Metals North America LLC (“Applicant”) filed a Compliance Review request for CUP Case No. 497 to continue the operation and maintenance of a metal reclamation and product manufacturing use at 15611 Resin Place (APNs: 7005-014-043 & 7005-014-070) (“Project Site”).

Project/Applicant Information

Project Location:	15611 Resin Place
Project Applicant:	Heraeus Precious Metals North American LLC
Property Owner:	Peter Eckert
General Plan Designation:	Industrial
Zoning Designation:	M-2, Heavy Manufacturing
Existing Use on Project Site:	Metals Reclamation and Product Manufacturing

In accordance with Section 155.243(C)(5) of the City’s Zoning Ordinance, industrial waste salvage, recycling, storage, and processing use shall be allowed only after a valid conditional use permit has first been obtained.

Code Section:	Conditional Uses:
155.243	The following uses are permitted in the M-2 Zone only after a valid Conditional Use Permit has been issued: (C) Salvage, reclamation, recycling, wrecking, storage, and disposal activities of the following kinds: (5) Industrial waste material salvage, recycling, wrecking, storage, and processing including metals, rags, wood, wood residues, sawdust, wood chips, rubber, oil, glass, and paper.

The project site, located at 15611 Resin Place, is comprised of two parcels (APNs: 7005-014-043 & 7005-014-070) measuring approximately 7.37 acres. The site is zoned M-2 (Heavy Manufacturing) and is currently occupied by ten (10) industrial buildings totaling approximately 146,835 sq. ft. In 1970, PGP Industries, Inc. obtained a business license for a metal products use at 13429 Alondra Boulevard, but a Fire Department inspection in 1991 revealed that PGP Industries Inc. was involved in the reclamation of precious metals. To provide certain safety measures while allowing PGP to continue operations, the City’s Environmental Review Committee issued an Interim Operating Permit (IOP). After demonstrating compliance with the IOP conditions, the IOP was converted into CUP 497.

On February 10 and February 12, 1988, the Planning Commission and Community Development Commission initially granted a CUP to the Applicant to establish, operate,

and maintain a metal reclamation and product manufacturing use. The original approval was for a period of ten (10) years. Since then, the subject CUP has undergone a few compliance reviews and amendments, including a recent amendment on November 8, 2021, to allow the installation of a rhodium purification line in Building 5 of the Project Site. Currently, the rhodium purification line is under construction and will be completed in the second quarter of 2024. The new purification line required HPMNA to obtain permits from the Southern California Air Quality Management District and the Department of Toxic Substances Control and re-submit an updated Risk Management Program. HPMNA has satisfied these requirements. The amendment in 2021 extended CUP 497 for a period of two (2) years.

ANALYSIS:

As a standard practice for all CUP compliance reviews, an inspection of the Project Site was performed by City staff to ensure continued compliance with the conditions of approval before bringing the matter back to the Planning Commission. Staff conducted a walk-through inspection on October 17, 2023, and found the metal reclamation and product manufacturing use was operating in full compliance with the existing conditions of approval.

ENVIRONMENTAL:

N/A

DISCUSSION:

N/A

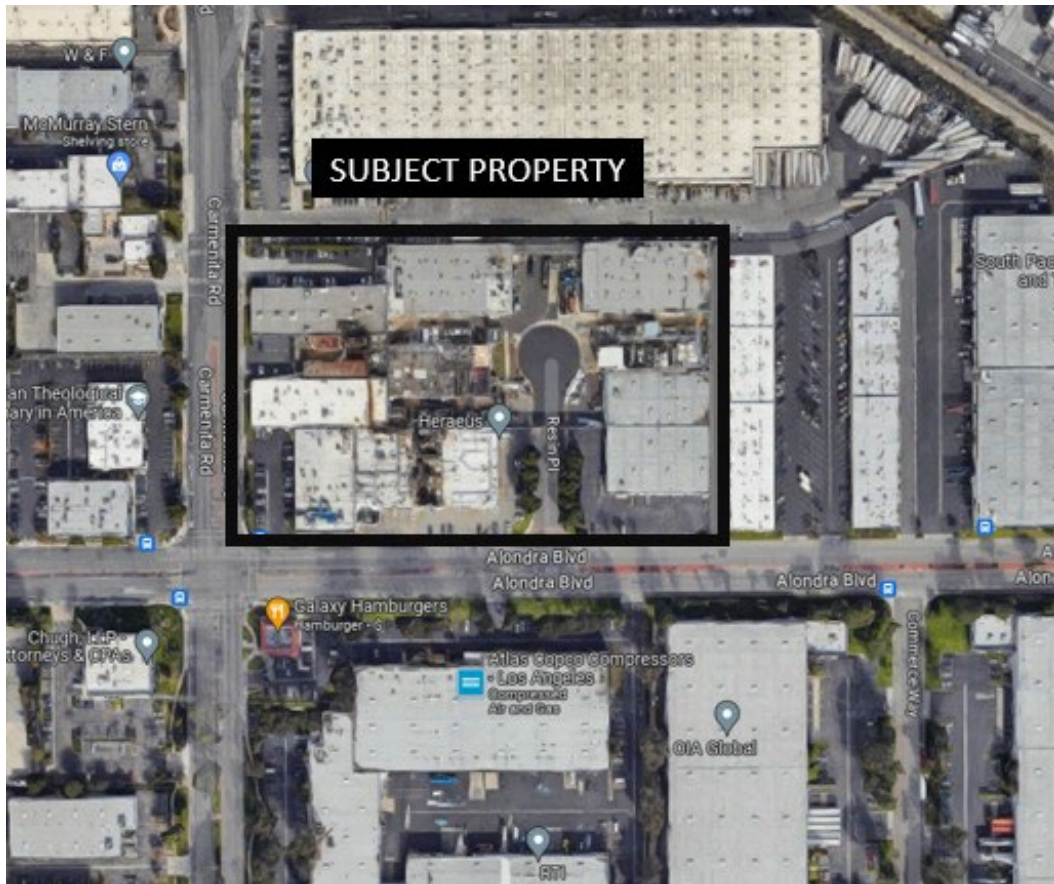
SUMMARY/NEXT STEPS:

Staff finds that if the subject use continues to operate in strict compliance with the required conditions of approval, it will continue to be harmonious with adjoining properties and surrounding uses in the area and, therefore, will not be detrimental to persons or property in the immediate vicinity and will not adversely affect the city in general. Staff is therefore recommending that CUP 497 be subject to a compliance review in five (5) years, on or before, December 18, 2028, to ensure the metal reclamation and product manufacturing use is still operating in strict compliance with the conditions of approval (see Attachment E).

ATTACHMENT(S):

1. Attachment A – Aerial Photograph
2. Attachment B – Photographs of Project Site
3. Attachment C – Time Extension Request Letter
4. Attachment D – Receipt
5. Attachment E – Conditions of Approval

ATTACHMENT A – AERIAL PHOTOGRAPH



ATTACHMENT B – PHOTOGRAPHS OF PROJECT SITE



ATTACHMENT C – TIME EXTENSION REQUEST LETTER

Heraeus



Heraeus Precious Metals North America LLC
Global Business Unit
Heraeus Precious Metals
15524 Carmenita Road
Santa Fe Springs, CA 90670

Compliance & Support Services
Contact Name: Peter Eckert
Phone: +1 / 562/483-1830
Fax: +1 / 562/926-5333
E-mail: peter.eckert@heraeus.com
www.heraeus-hpm.com

Via email

Mr. Rudy Lopez
Planning Intern
City of Santa Fe Springs
Planning Department
11710 Telegraph Road
Santa Fe Springs, California 90670

September 8, 2023

Re: Heraeus Precious Metals North America LLC CUP #497 Renewal

Dear Mr. Lopez,

Please find enclosed the check # 300794 in the amount of \$563.00 for the renewal of our Conditional Use Permit #497 and the process description of the current operation and the rhodium purification process currently under construction in building 15611 Resin Place. Attached as well are site plans of the current operation.

Brief description of the current operation from the approved CUP:

1. Precious metal solid customer materials are either directly or pre-treated in our preparation department or from our facility in Wartburg TN, or customer solutions will be combined to charges and hydro metallurgically treated to recover and reclaim the customer owned precious metals in our refinery. The basic process steps involved are dissolution of precious and base metals in an acid mixture in extraction reactors heated with steam.
2. Using sequestering agents:
 - a. The first step is the purification of platinum in dedicated reactors, generating a pure platinum sponge, which will be dried and returned to our customers or used to make new chemical compounds.
 - b. The second step is the removal of rhodium as a salt compound, for this process only minor changes in the refinery were implemented in 2020 but had to install a secondary wastewater treatment system as the rhodium sequestering agent is impeding with the precipitation of base metals from the regular wastewater generated from the pollution control systems and production processes in the refinery and compound manufacturing. The secondary treatment system is in operation since July of 2020 consisting of additional treatment and storage tanks as outlined in our letter dated 4/28/19. The intermediate rhodium salt is currently shipped to our Heraeus Germany refinery for final rhodium sponge production until the current construction of the new rhodium purification line is completed in second quarter of 2024. The rhodium purification line is a duplication of the German system and consists of reactors, ultrafiltration system to remove impurities, support structures for ancillary equipment is already in place and is installed. Electrowinning systems will be used to plate out the rhodium sponge and recover residuals from the mother liquors before they are treated in the existing wastewater system. The rhodium sponge is removed from electrolysis cells, washed with deionized water before it is dried in an oven to remove moisture. All equipment is vented to a new scrubber

Eck I_cup_renewal_9_23



- 2 -

system for pollution control. Generated wastewaters are either treated in the existing primary or secondary treatment system.

- c. The third step is the palladium purification an existing process with similar chemistry operating in our refinery, the production capacity was increased in 2018 to meet the demand of our customers, which was outlined in our letter 1/26/18. The process is using basic and acidic chemicals in multiple cycles to produce a pure palladium sponge, which also will be dried and returned to our customers or used to make new chemical compounds.
3. Other production operation includes our chemical compound manufacturing which manufacturers precious metal chemicals and salts used in a wide range of industrial applications – i.e., automotive industry; pollution control, pharmaceutical and petroleum catalyst; catalyst for silicone and acidic acid manufacturing and many more applications.
4. The gauze production is mainly a mechanical manufacturing operation using precious metal wire which is knitted or woven to gauzes, fabricated to customer specification used as catalyst for the manufacturing of fertilizer and nitric acid.
5. Other operations include utilities, pollution control equipment, wastewater treatment system, maintenance operation, laboratory, and administrative support systems.

Below some pictures of the construction of the rhodium purification system inside the building 15611 Resin Place and outside showing the new scrubber system and storage tank.



.../3

Heraeus

- 3 -

Please advise next steps as Heraeus would like to have the CUP #497 and associated conditions extended for the maximum allowable permitting period.

Please let us know if you have any question regarding the provide information, please contact me at 562-483-1830 or e-mail at peter.eckert@heraeus.com.

Best Regards



Peter Eckert
Director Compliance & Support Services

Attachment: Site plans
Check 300794 \$563.00

ATTACHMENT D – RECEIPT

City of Santa Fe Springs	DISTRIBUTION					
	FUND	G/L	ACTIVITY	OBJECT	PROJECT	AMOUNT
	1010	3199	425015	Compliance Review	PLO201	\$563.00

Heraeus Precious Metals
(NAME)
15611 Resin Place
(ADDRESS)
(CITY AND STATE)
Compliance Review CUP 497
(DESCRIPTION)

RECEIPT

City of Santa Fe Springs
FINANCE DEPARTMENT
11710 E Telegraph Rd
Santa Fe Springs, CA 90670
(562) 868-0511

006639-0043 09/21/2023 04:46PM

MISCELLANEOUS
Description: CONDITIONAL
USE PERMIT (PLO201)
Reference 1: 15611
Reference 2: RESIN PLAC
CONDITIONAL USE PERMIT
(PLO201)
2024 Item: PLO201
CONDITIONAL USE PERMIT
(PLO201) 563.00

563.00

Subtotal 563.00
Total 563.00

CHECK 563.00
Check Number 300794

Change due 0.00

Paid by: HERAEUS PRECIOUS METALS 15611
RESIN PLACE

Comments: HA

Thank you for your payment
CUSTOMER COPY

ATTACHMENT E – CONDITIONS OF APPROVAL

NOTE: Changes to existing conditions are provided as a strike-through or bold.

ENGINEERING/PUBLIC WORKS DEPARTMENT:

(Contact: Alex Flores 562.868.0511 x7507)

1. That within 30 days from the date of the Planning Commission approval, the applicant and/or their civil engineer shall submit mylar record drawings and an electronic file (AutoCAD Version 2004 or higher) detailing the completed public improvements constructed along Resin Place to the office of the City Engineer. **(Satisfied)**

FIRE DEPARTMENT – FIRE PREVENTION DIVISION:

(Contact: Kevin Yang 562.868.0511 x3811)

2. That interior gates or fences are not permitted across required Department of Fire-Rescue access roadways unless otherwise granted prior to approval by the Department of Fire-Rescue. **(Ongoing)**
3. That signs and markings required by the Department of Fire-Rescue shall be maintained along the required Department of Fire-Rescue access roadways. **(Ongoing)**
4. Applicant shall submit to the Fire Department any design modifications to existing buildings. **(Ongoing)**
5. Applicant shall obtain all required Fire Code permits for any new tank or process installations or modifications in conformance with the most current version of the California Fire Code. **(Ongoing)**

FIRE DEPARTMENT – ENVIRONMENTAL DIVISION:

(Contact: Eric Scott 562.868-0511 x3812)

6. That the owner shall track all materials/wastes received from off-site locations for processing within the facility and shall ensure that all materials/wastes are processed within one year of receipt. **(Ongoing)**
7. That the owner shall immediately report any release or threatened release (“Release” or “Threatened Release”) of a hazardous, toxic, or dangerous material, regardless of quantity, to the Santa Fe Springs Department of Fire-Rescue and in accordance with the terms in California Health & Safety Code Section 25507 and Title 19, California Code of Regulations, Section 2703. **(Ongoing)**
8. That the owner shall provide a written preliminary report detailing the circumstances related to any release or threatened release of hazardous, toxic, or dangerous

material and the immediate action taken to mitigate the release and measures instituted to prevent future releases. The written report must be submitted to the Department of Fire-Rescue within 48 hours of the release or threatened release or within 72 hours if the release occurs on a weekend (including Friday) or a federal holiday. A final report which details the circumstances of the release and any corrective actions must be submitted to the Department of Fire-Rescue within 30 days of the release unless the Department approves a time extension in writing to the owner. **(Ongoing)**

9. That the owner shall maintain alarm systems for all scrubbers to help prevent any release or threatened release of a hazardous, toxic, or dangerous material. **(Ongoing)**
10. That the owner shall provide written notification to the Department of Fire-Rescue of any inspection by any local, State or Federal regulatory agency, other than the City, within 48 hours of the inspection, or 72 hours if the inspection is on the weekend (including Friday) or a federal holiday. Notification shall consist of a summary of comments and/or alleged violations of any local, State, or Federal law or regulation governing the use, storage, treatment, disposal, or transportation of hazardous material or hazardous waste along with a copy of any relevant reports, citations, or other documentation, not subject to legal privilege, arising from, or related to any inspection. Relevant reports, citations, or other documentation received subsequent to the inspection shall be provided to the Department of Fire-Rescue with 72 hours of receipt of such documentation. **(Ongoing)**
11. That the owner shall continually maintain in working order all monitoring systems and alarm systems related to hazardous materials, hazardous wastes, and air emissions. No additions or modifications may be made without prior approval by the Department of Fire-Rescue. Additionally, additions or modifications to monitoring and alarm systems requiring AQMD permit(s) may not be made without prior approvals by the South Coast Air Quality Management District. **(Ongoing)**
12. That the owner shall continually maintain in working order all monitoring equipment associated with the industrial wastewater pretreatment system. No additions or modifications may be made without prior approval of both the Department of Fire-Rescue and the Sanitation Districts of Los Angeles County. **(Ongoing)**
13. That the owner shall continually maintain wind socks at selected locations around the facility. **(Ongoing)**
14. That the owner shall maintain a comprehensive in-house emergency response team (ERT). The ERT shall include, but is not limited to:
 - a. Monitoring equipment.
 - b. Decontamination equipment.
 - c. Chemical protective clothing.
 - d. Respiratory protective equipment.
 - e. Mitigation equipment.

- f. Monthly training and annual drills.
 - g. Minimum of three (3) persons per shift while chemical production activities are taking place and two (2) persons per shift at all other times when the plant is in operation, except for gauze and LAC processes, to the minimum training level of State Certified Haz-Mat First Responder Operational.
 - h. Standard operating procedures shall be included for the above items. **(Ongoing)**
15. That the owner shall maintain the approved in-house visual and audible safety alarm system that includes the following:
- a. Alarm display panel which shows the location and type of alarm.
 - b. Manual pull alarms at access points to high-hazard areas.
 - c. Gas sensors at approved locations throughout the facility.
 - d. High-level alarms and automatic shut-off devices on all hazardous materials/ waste tanks that exceed 500 gallons. Alarms shall sound at 90 percent capacity and shut-off devices shall initiate at 95 percent tank capacity.
 - e. The safety alarm system and any other related safety equipment shall have an approved backup emergency power source. **(Ongoing)**
16. That the owner shall continually operate and maintain the facility in strict compliance with all Federal, State, and local requirements and regulations including, but not limited to, the Santa Fe Springs City Municipal Code, California Building Code, California Fire Code, Certified Unified Program Agency (CUPA) programs, the South Coast Air Quality Management District's Rules and Regulations, Department of Toxic Substance Control, and all other applicable codes and regulations. **(Ongoing)**
17. That the owner shall maintain a valid industrial wastewater discharge permit with the City and the County Sanitation Districts of Los Angeles. No additional sources of industrial waste or modifications to the permitted pretreatment system are allowed without amending the industrial wastewater discharge permit. **(Ongoing)**
18. That the owner shall comply with the terms of the General Permit for Storm Water Discharges Associated with Industrial Activities, including maintaining a Storm Water Pollution Prevention Plan (SWPPP) on-site. The SWPPP must include a description of all best management practices utilized to minimize contaminated runoff from flowing into the storm drain. **(Ongoing)**
19. That the owner shall maintain compliance with the Risk Management Plan (RMP) as required in the California Health and Safety Code and the City Code. **(Ongoing)**
20. That the owner shall promptly provide to the Department of Fire-Rescue relevant documents, not subject to legal privilege, providing for, or relating to, actions taken by Heraeus Precious Metal North America LLC to correct, clean-up, and otherwise mitigate, remediate, and prevent future occurrences of, any existing soil and groundwater contamination at the facility and any incident which occurs, or has occurred, at the facility which is, was, or would have been a reportable release, and

copies of documents relating to any corrective action plan, requirements, or operations required, ordered, or undertaken by any Federal or State regulatory agency. **(Ongoing)**

21. That the owner shall pay to the City fees in amounts sufficient to reimburse the City for reasonable costs incurred by the City during the period in responding to, in any manner, any reportable release or threatened release. Costs incurred by the City shall include, but are not limited to: labor costs of City personnel, including worker's compensation benefits, applied benefits, and administrative overhead; cost of equipment operation; and cost of materials. **(Ongoing)**
22. That the owner shall pay reasonable costs incurred by the City during the period in taking necessary or appropriate actions to clean-up, contain, control, or in any way remediate contamination, damage, or risk to human health or the environment arising out of or in any way connected with any reportable release or threatened release, whether or not reported by Heraeus Precious Metal North America LLC. **(Ongoing)**
23. In addition to any other provision contained in this Permit or existing under applicable law concerning modification or revocation of this Permit, and subject to the requirements of applicable law, if any provision of this Permit is violated, or if any release of a Hazardous Material occurs, such violation or release shall be grounds for modification or revocation of this Permit and, in case of such violation or release, the City immediately may temporarily suspend this Permit and the privileges granted hereunder and initiate proceedings to revoke or modify the Permit. Heraeus Precious Metal North America LLC reserves and retains all administrative and judicial rights of appeal. **(Ongoing)**
24. Permits and approvals. That the applicant shall, at its own expense, secure or cause to be secured any and all permits or other approvals which may be required by the City and any other governmental agency prior to conducting environmental assessment or remediation on the property. Permits shall be secured prior to beginning work related to the permitted activity. **(Ongoing)**
25. That the applicant shall complete and submit the Chemical Hazard Classification & Occupancy Rating package to the EPD prior to storing new or increasing existing amounts of hazardous materials on the property. The building occupancy rating, based on the information provided, will be designated by the Building Department. **(Ongoing)**
26. The applicant shall provide secondary containment for all in-use tanks, drums, tote bins, piping, pumps, and related storage and in-use vessels. Containment shall be provided for all hazardous and industrial-grade liquids. Fire suppression water and foam runoff shall also be contained. Drainage shall be to a Fire-Rescue Department-approved location. **(Ongoing)**

27. The Applicant shall obtain permits for any proposed facility modifications and for the storage and use of new materials that have physical and/or health hazards as defined in the California Fire Code. All storage and use of hazardous chemicals shall meet the requirements of the current California Fire and Building Codes. **(Ongoing)**
28. The Applicant labels piping conveying hazardous materials noting their contents and direction of flow. **(Ongoing)**

POLICE SERVICES DEPARTMENT:

(Contact: Luis Collazo 562.868.0511 x3335)

29. That in order to facilitate the removal of unauthorized vehicles parked on the property, the applicant shall continue to maintain, in plain view and at each entry to the property, a sign not less than 17" wide by 22" long. The sign shall prohibit the public parking of vehicles and indicate that vehicles will be removed at the owner's expense and also contain the California Vehicle Code that permits this action. The sign shall also contain the telephone number of the local law enforcement agency (Police Services Center (562) 409-1850). The lettering within the sign shall not be less than one inch in height. **(Ongoing)**
30. That the proposed facility, including any lighting, fences, walls, and poles shall continue to be maintained by the applicant in good repair, free from trash, debris, litter, graffiti, and other forms of vandalism. Any damage from any cause shall be repaired within 24 hours of occurrence, weather permitting, to minimize occurrences of dangerous conditions or visual blight. Paint utilized in covering graffiti shall be a color that matches, as closely as possible, the color of the adjacent surfaces. **(Ongoing)**
31. That the applicant shall submit an updated Security Plan should there be any structure modifications or additions to the facility. The Security Plan Shall be submitted to the Department of Police Services no later than 60 days from the date of any final Building Permit approval. The applicant shall also allow Police Services Personnel to access the security cameras for investigative purposes. **(Ongoing)**
32. That additional signage shall be placed on Resin Place (street side) notifying the public that the area and street are private property. The signage shall be of a standard street sign variety which incorporates a reflective background to allow easy visibility at night time. **(Ongoing)**

WASTE MANAGEMENT:

(Contact: Maribel Garcia 562.868.0511 x7569)

33. That the applicant shall comply with Section 50.51 of the Municipal Code which prohibits any business or residents from contracting any solid waste disposal company that does not hold a current permit from the City. **(Ongoing)**

34. All projects are subject to the requirements of Chapter 50 to reuse or recycle 75% of the project waste. For more information, please contact the City's Environmental Consultant, MuniEnvironmental at (562) 432-3700. **(Ongoing)**

PLANNING AND DEVELOPMENT DEPARTMENT:
(Contact: Rudy Lopez 562.868.0511 x7519)

35. That the applicant understands and is aware that copies of inspection reports, incident reports, and other publicly available information regarding Heraeus operation in Santa Fe Springs that is provided to the City of Santa Fe Springs may be made available to the City of Cerritos upon request; notwithstanding, Business Confidential Information as defined by the California Government Code will not be made available to the City of Cerritos; As a courtesy, the City will notify the applicant when such a request is made by the City of Cerritos. **(Ongoing)**
36. That the applicant shall obtain all necessary permits/approvals from the Building, Planning, and Fire Department for all necessary improvements related to the proposed rhodium purification line. HPMNA shall also obtain all necessary permits from SCAQMD and DTSC prior to the commencement of operations related to the proposed rhodium purification line. **(Satisfied)**
37. A single, comprehensive Risk Management Program (RMP) shall be reviewed and updated at a minimum of every five (5) years, or when there is any significant change in materials used or stored at the facility. A copy of said plan, and any subsequent revisions or amendments, shall be provided to the City of Santa Fe Springs Department of Fire-Rescue and the City of Cerritos. Within 90 days of Planning Commission approval, on or before February 6, 2022, HPMNA shall provide a revised RMP. **(Ongoing)**
38. The applicant shall continue to submit to site inspections of the subject facility at the discretion of the City. The site inspections shall consist of a detailed review of the applicant's performance and compliance with this permit, the conditions of approval, and applicable laws and regulations. In connection with the site inspections, the applicant shall provide any information requested by the City as necessary or appropriate to the City's review of this permit. **(Ongoing)**
39. Except to the extent and for the duration of noncompliance expressly authorized in writing and in advanced by the City, the applicant shall comply strictly with all terms and conditions of this permit, even if such compliance requires the applicant to halt or reduce its operations or any activity permitted under this permit. **(Ongoing)**
40. That the operations on the subject site shall continue to comply with Section 155.420 of the City's Zoning Ordinance regarding the generation of objectionable odors. If

there is a violation of this aforementioned Section, the property owner/applicant shall take whatever measures necessary to eliminate the objectionable odors from the operation in a timely manner. **(Ongoing)**

41. That the operations on the subject site shall continue to comply with all applicable noise standards pursuant to the City of Santa Fe Springs Noise Ordinance. **(Ongoing)**
42. That all landscaped areas on the subject site shall be continually maintained in a neat, clean, orderly and healthful condition. This is meant to include proper pruning, mowing of lawns, weeding, removal of litter, fertilizing, and replacement of plants when necessary, and the regular watering of all plantings. **(Ongoing)**
43. That no portion of the required off-street parking and driveway areas shall be used for outdoor storage of any type or for special-event activities unless prior written approval is obtained from the Director of Planning, Director of Police Services, and the Fire Chief or his/her designee. **(Ongoing)**
44. That the owner shall not allow commercial vehicles, trucks and/or truck tractors to queue on Alondra Boulevard, use said street as a staging area, or to backup onto the street from the subject property. **(Ongoing)**
45. That all buildings, tanks, towers, and related structures serving the HPMNA facility shall be maintained in a proper, safe, and aesthetically pleasing manner at all times; any such equipment or structure in need of painting, as determined by the Director of Planning, shall be painted within 7 days from the time HPMNA is given notice. **(Ongoing)**
46. All new roof equipment shall be properly screened from view from adjacent properties and public streets (Carmenita Road & Alondra Boulevard) and adjacent properties. **(Ongoing)**
47. That the Department of Planning and Development shall first review and approve any new sign proposals for the subject site. The sign proposal (plan) shall include a site plan, building elevation on which the sign will be located, size, style and color of the proposed sign. All drawings shall be properly dimensioned and drawn to scale on minimum 11" x 17" size paper. All signs shall be installed in accordance with the sign standards of the Zoning Ordinance and the Sign Guidelines of the City. **(Ongoing)**
48. That the subject site shall be maintained in accordance with the plot plan, floor plan, and elevations submitted by the applicant and on file with the case. Any significant modification or expansion of the HPMNA facility or operations conducted on the site shall require prior approval by the City Planning Commission (PC). Any such modification or expansion shall be submitted for approval to the PC not less than 90

days prior to the proposed commencement of such modification or expansion.
(Ongoing)

49. That the Mitigation Monitoring and Reporting Program which is an attachment to the previously prepared Mitigated Negative Declaration (State Clearinghouse No. 2007061054) shall continue to be part of the conditions of approval. **(Ongoing)**
50. That all other requirements of the City's Zoning Regulations, Building Code, Property Maintenance Ordinance, State and City Fire Code, and all other applicable County, State, and Federal regulations and codes shall be complied with. **(Ongoing)**
51. That Conditional Use Permit Case No. 497 shall be subject to a compliance review before the Planning Commission in ~~two (2) years~~ **five (5) years**, on or before ~~November 8, 2023~~ **December 18, 2028**. Future extension(s) of this Permit shall be substantially determined by Heraeus's strict adherence to, and continued compliance with, these conditions of approval. **(Revised - Ongoing)**
52. The applicant shall indemnify, protect, defend, and hold harmless, the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, from any and all claims, demands, law suits, writs of mandamus, and other actions and proceedings (whether legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative dispute resolutions procedures (including, but not limited to arbitrations, mediations, and other such procedures), (collectively "Actions"), brought against the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, that challenge, attack, or seek to modify, set aside, void, or annul, any action of, or any permit or approval issued by, the City and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof (including actions approved by the voters of the City), for or concerning the project, whether such Actions are brought under the California Environmental Quality Act, the Planning and Zoning Law, the Subdivisions Map Act, Code of Civil Procedure Section 1085 or 1094.5, or any other state, federal, or local statute, law, ordinance, rule, regulation, or any decision of a court of competent jurisdiction. In addition, the applicant shall reimburse the City, its officials, officers, employees, agents, departments, and agencies, for any Court costs and attorney's fees that the City, its agents, officers, or employees may be required by a court to pay as a result of such action. It is expressly agreed that the City shall have the right to approve, which approval will not be unreasonably withheld, the legal counsel providing the City's defense, and that the applicant shall reimburse the City for any costs and expenses directly and necessarily incurred by the City in the course of the defense. City shall promptly notify the applicant of any such claim, action or proceeding, and shall cooperate fully in the defense thereof. **(Ongoing)**

53. It is hereby declared to be the intent that if any provision of this Permit is violated or held to be invalid, or if any law, statute or ordinance is violated, the Permit shall be void and the privileges granted hereunder shall lapse. **(Ongoing)**
54. That the applicant understands and agrees that this approval is subject to modification or revocation as set forth in the Santa Fe Springs Municipal Code. Grounds for modification or revocation include, but are not limited to, Applicant's failure to comply with any condition of approval contained herein. **(Ongoing)**



CITY OF SANTA FE SPRINGS

PLANNING COMMISSION AGENDA STAFF REPORT

TO: Members of the Planning Commission

FROM: Wayne M. Morrell, Director of Planning

BY: Rudy Lopez, Planning Intern

SUBJECT: **CONDITIONAL USE PERMIT ("CUP") CASE NO. 803-2 - A COMPLIANCE REVIEW OF A GYMNASTICS STUDIO AT 10829 SHOEMAKER AVENUE, WITHIN THE M-2, HEAVY MANUFACTURING, ZONE. (MAJESTIC GYMNASTICS)**

DATE: December 18, 2023

RECOMMENDATION(S):

It is recommended that the Planning Commission:

- 1) Find that the continued operation and maintenance of the subject gymnastics studio, if conducted in strict compliance with the conditions of approval, will be harmonious with adjoining properties and surrounding uses in the area and will be in conformance with the overall purposes and objectives of the City's Zoning Ordinance and consistent with the goals, policies, and programs of the City's General Plan; and
- 2) Require that CUP Case No. 803-2 be subject to a compliance review in five (5) years on, or before, December 18, 2028, to ensure that the use is still operating in strict compliance with the conditions of approval as contained within this staff report.
- 3) Take such additional, related action that may be desirable.

FISCAL IMPACT:

N/A

BACKGROUND/DISCUSSION:

On October 2, 2023, Majestic Gymnastics (“Applicant”) filed a Compliance Review request for CUP Case No. 803 to continue the operation and maintenance of a gymnastics studio at 10829 Shoemaker Avenue (APN: 8011-016-016) (“Project Site”).

Project/Applicant Information

Project Location:	10829 Shoemaker Avenue
Project Applicant:	Majestic Gymnastics
Property Owner:	Santa Fe Springs Business Center LLC
General Plan Designation:	Industrial
Zoning Designation:	M-2, Heavy Manufacturing
Existing Use on Project Site:	Gymnastics Studio

In accordance with Section 155.243(L) of the City’s Zoning Ordinance, any public, private, or quasi-public uses of an education or recreational nature shall be permitted only after a valid CUP has first been obtained.

Code Section:	Conditional Uses:
§155.243	The following uses shall be permitted in the M-2 Zone only after a valid conditional use permit has first been issued: (L) Public, private, or quasi-public uses of an educational or recreational nature.

The subject parcel measures approximately 2.22 acres and is currently developed with an approximate 50,908-square-foot multi-tenant industrial building. The gymnastic studio offers classes related to artistic gymnastics and tumbling to various age groups. Students are trained by qualified coaches at various levels and classes such as mommy & me, toddler, beginner, intermediate, and competitive.

On November 19, 2019, the Planning Commission initially granted a CUP to the Applicant to establish, operate, and maintain a gymnastics studio at the Project Site. Since then, the subject CUP has undergone one (1) compliance review on December 14, 2020. The last compliance review extended CUP 803 for a period of three (3) years.

ANALYSIS:

As a standard practice for all CUP compliance reviews, an inspection of the Project Site was performed by City staff to ensure continued compliance with the conditions of approval before bringing the matter back to the Planning Commission. Staff conducted a walk-through inspection on October 11, 2023, and found the gymnastics studio was operating in full compliance with the existing conditions of approval.

ENVIRONMENTAL:

N/A

DISCUSSION:

N/A

SUMMARY/NEXT STEPS:

Staff finds that if the subject use continues to operate in strict compliance with the required conditions of approval, it will continue to be harmonious with adjoining properties and surrounding uses in the area and, therefore, will not be detrimental to persons or property in the immediate vicinity and will not adversely affect the city in general. Staff is therefore recommending that CUP 803 be subject to a compliance review in five (5) years, on or before, December 18, 2028, to ensure the subject gymnastics studio use is still operating in strict compliance with the conditions of approval (see Attachment E).

ATTACHMENT(S):

1. Attachment A – Aerial Photograph
2. Attachment B – Photographs of Project Site
3. Attachment C – Time Extension Request Letter
4. Attachment D – Receipt
5. Attachment E – Conditions of Approval

ATTACHMENT A – AERIAL PHOTOGRAPH



ATTACHMENT B – PHOTOGRAPHS OF PROJECT SITE



ATTACHMENT C – TIME EXTENSION REQUEST LETTER



10829 Shoemaker Avenue, Santa Fe Springs CA 90670

(562) 447 – 8645 / majesticgymca@gmail.com

October 2, 2023

RE: Conditional Use Permit (CUP) Case No. 803 Review Request

Dear Department of Planning and Development,

This letter to request review for compliance with the existing conditions of approval for the above referenced Conditional Use Permit.

Majestic Gymnastics continues to provide recreational and competitive to kids. We are complying with all the conditions that were given at the approval hearing.

If you have any further questions, please do not hesitate to contact Oscar Motta at (562) 556-2744 at your convenience.

Respectfully



Oscar Motta

Owner



ATTACHMENT D – RECEIPT

		DISTRIBUTION					
		FUND	G/L	ACTIVITY	OBJECT	PROJECT	AMOUNT
City of Santa Fe Springs		1010	3199	423015	Compliance	PL0201	\$563.00

(NAME)
10829 Shoemaker Ave

(ADDRESS)

(CITY AND STATE)
Compliance Review - CUP 803

(DESCRIPTION)

RECEIPT

City of Santa Fe Springs
FINANCE DEPARTMENT
11710 E Telegraph Rd
Santa Fe Springs, CA 90670
(562) 868-0511

306686-0009 10/03/2023 04:26PM

MISCELLANEOUS
Description: CONDITIONAL
USE PERMIT (PL0201)
Reference 1: 10829
Reference 2: SHOEMAKER
CONDITIONAL USE PERMIT
(PL0201)
2024 Item: PL0201
CONDITIONAL USE PERMIT
(PL0201) 563.00

563.00

Subtotal 563.00
Total 563.00

CHECK 563.00
Check Number 001175

Change due 0.00

Paid by: MAJESTIC GYMNASTICS LLC 10829
SHOEMAKER AVE

Barcode

Comments: HA

Thank you for your payment

CUSTOMER COPY

ATTACHMENT E – CONDITIONS OF APPROVAL

NOTE: Changes to existing conditions are provided as a strike-through or bold.

ENGINEERING/PUBLIC WORKS DEPARTMENT:

(Contact: Alex Flores 562.868.1511 x7507)

1. That the applicant shall design and construct one (1) new drive approach along Shoemaker Avenue per City Standard Plan No. R-6.4D. **(Satisfied)**

POLICE SERVICES DEPARTMENT:

(Contact: Luis Collazo 562.868-0511 x3335)

2. That the applicant shall submit and obtain approval of a proposed lighting (photometric) plan for the property from the City's Department of Police Services. The photometric plan shall be designed to provide adequate lighting (minimum of 1 foot candle power) within 500 feet of the location. Further, all exterior lighting shall be designed/installed in such a manner that light and glare are not transmitted onto adjoining properties in such concentration/quantity as to create a hardship to adjoining property owners or a public nuisance. The photometric plans shall be submitted to the Director of Police Services no later than sixty (60) days from the date of approval by the Planning Commission. **(Satisfied)**
3. That in order to facilitate the removal of unauthorized vehicles parked on the property, the applicant shall post, in plain view and at each entry to the property, a sign not less than 17" wide by 22" long. The sign shall prohibit the public parking of unauthorized vehicles and indicate that unauthorized vehicles will be removed at the owner's expense and also contains the California Vehicle Code that permits this action. The sign shall also contain the telephone number of the local law enforcement agency (Police Services Center (562) 409-1850). The lettering within the sign shall not be less than one inch in height. The applicant shall contact the Police Services Center for an inspection no later than 30 days after the project has been completed and prior to the occupancy permit being issued. **(Ongoing)**
4. That the Applicant shall provide and pay for the installation of speed signs for the rear portion of the property indicating that the maximum speed limit is 15 miles per hour. Said signs shall be posted on the first two entry driveways on Florence Avenue, west of Shoemaker Avenue, and the first two entry driveways on Shoemaker south of Florence Avenue. **(Ongoing)**
5. That under no circumstances shall any training and/or other related activities be performed outdoors at any time. Violation of this condition will result in an Administrative Citation with penalties of up to \$500.00 per occurrence. **(Ongoing)**
6. That the two roll-up doors shall not be opened during business hours. This requirement is to prevent minors from going into the rear parking area where they can

be exposed to truck traffic. **(Ongoing)**

7. That minors shall not be left unsupervised outside of the premises. **(Ongoing)**
8. That smoking of any kind shall not be permitted within the facility or within 500 feet of the premises. **(Ongoing)**
9. That the owner and/or his employees shall not allow any customer's vehicles to block any driveways, streets, or aisle spaces at all times. **(Satisfied)**
10. That off-street parking areas shall not be reduced or encroached upon at any time. **(Ongoing)**
11. That occupancy load signs shall be maintained at all times. Occupancy loads are to be calculated by the Fire Department. **(Ongoing)**
12. That the proposed buildings, including any lighting, fences, walls, cabinets, and poles shall be maintained in good repair, free from trash, debris, litter and graffiti, and other forms of vandalism. Any damage from any cause shall be repaired within 72 hours of occurrence, weather permitting, to minimize occurrences of dangerous conditions or visual blight. Paint utilized in covering graffiti shall be a color that matches, as closely as possible, the color of the existing and/or adjacent surfaces. **(Ongoing)**
13. That it shall be the responsibility of the Applicant and/or his employees to maintain the property free of all trash and debris and shall check adjoining properties for any trash and debris that may have been dropped there or propelled by the wind. **(Ongoing)**
14. That Applicant shall obtain a Special Events Permit from the Department of Police Services for any tournaments and/or other competitive team activities. **(Ongoing)**
15. That a Health Department approval and certificate shall be obtained prior to the serving, sale, or storage of food or beverages; water is exempt from this condition. **(Ongoing)**
16. That the Applicant and/or his employees shall comply with the noise ordinance and not generate any ambient sounds that may be heard outside of the building. **(Ongoing)**
17. That the Applicant shall comply with the City's Sign Ordinance and the Building Code and obtain sign permits for all signs or advertisements; flag banners are prohibited at all times. **(Ongoing)**

PLANNING AND DEVELOPMENT DEPARTMENT:
(Contact: Rudy Lopez 562.868.0511 x 7519)

18. The applicant must provide a valid and recorded shared parking agreement to the

Planning Department prior to the first compliance review. **(Satisfied)**

19. All activities shall occur inside the building(s). No portion of the required off-street parking and driveway areas shall be used for outdoor storage of any type or for special-event activities, unless prior written approval is obtained from the Director of Planning, Director of Police Services, and the Fire Marshall. **(Ongoing)**
20. All vehicles associated with the businesses on the subject property shall be parked on the subject site at all times. Off-site parking is not permitted and would result in the restriction or revocation of privileges granted under this Permit. In addition, any vehicles associated with the property shall not obstruct or impede any traffic. **(Ongoing)**
21. The Department of Planning and Development shall first review and approve all sign proposals for the development. The sign proposal (plan) shall include a site plan, the building elevation on which the sign will be located, size, style, and color of the proposed sign. All drawings shall be properly dimensioned and drawn to scale on 11" x 17" maximum-size paper. All signs shall be installed in accordance with the sign standards of the Zoning Ordinance and the Sign Guidelines of the City. **(Ongoing)**
22. Prior to occupancy of the property/building, the applicant, and/or his tenant(s), shall obtain a valid business license (AKA Business Operation Tax Certificate), and submit a Statement of Intended Use. Both forms, and other required accompanying forms, may be obtained ~~at City Hall by contacting the Business License Clerk at (562) 868-0511, extension 7527, or through the City's web site (www.santafesprings.org)~~ **(<https://santafesprings.HdLGov.com>)**. **(Revised - Ongoing)**
23. All other requirements of the City's Zoning Ordinance, Building Code, Property Maintenance Ordinance, State and City Fire Code, and all other applicable County, State, and Federal regulations and codes shall be complied with. **(Ongoing)**
24. Conditional Use Permit Case No. ~~803-4~~ **803-2** shall be subject to a compliance review in ~~three (3)~~ **five (5)** years, until ~~December 14, 2023~~ **December 18, 2028**. Approximately three (3) months before ~~December 14, 2023~~ **December 18, 2028**, the applicant shall request, in writing, an extension of the privileges granted herein, provided that the use has been continuously maintained in strict compliance with these conditions of approval. **(Revised - Ongoing)**
25. Applicant, Oscar Motta, agrees to defend, indemnify, and hold harmless the City of Santa Fe Springs, its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void or annul an approval of the City or any of its councils, commissions, committees or boards arising from or in any way related to the subject Conditional Use Permit or any actions or operations conducted pursuant thereto. Should the City, its agents, officers or employees receive notice of any such claim, action or proceeding, the City shall promptly notify the applicant of such claim, action or proceeding, and shall

cooperate fully in the defense thereof. **(Ongoing)**

26. It is hereby declared to be the intent that if any provision of this Approval is violated or held to be invalid, or if any law, statute or ordinance is violated, this Approval shall be void and the privileges granted hereunder shall lapse. **(Ongoing)**
27. This approval shall allow the applicant, Oscar Motta, to establish, operate, and maintain a gymnastics use/facility within an existing industrial building located at 10829 Shoemaker Avenue. **(Ongoing)**
28. The subject gymnastic use shall operate within the noise limitations established within Section 155.424 of the City's Zoning Ordinances. **(Ongoing)**
29. The applicant shall obtain all necessary Building Permits and related approvals from the Building, Planning, and Fire-Rescue Department for the proposed improvements. **(Ongoing)**
30. That the applicant shall submit a \$75 check made out to "L.A. County Registrar-Recorder/County Clerk" to the Planning Department to file a Categorical Exemption from California Environmental Quality Act within two (2) days of Planning Commission approval. **(Satisfied)**
31. Any type of sub-lease of the tenant space to another gymnastics operation will require a review by the Director of Planning or his/her designee for consistency with this approval. **(Ongoing)**