



# City of Corona

400 S. Vicentia Ave.  
Corona, CA 92882

## Agenda

### Planning and Housing Commission

*Karen Alexander, Chair*  
*Timothy Jones, Vice Chair*  
*Mitchell Norton, Commissioner*  
*Viren Shah, Commissioner*  
*Craig Siqueland, Commissioner*

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Monday, April 22, 2019

6:00 PM

Council Chambers

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#### 1. CALL TO ORDER

#### 2. PLEDGE OF ALLEGIANCE

#### 3. ORAL COMMUNICATIONS FROM THE PUBLIC

*Persons wishing to address the Planning and Housing Commission are requested to state their name for the record. This portion of the agenda is intended for public comment. State law prohibits the Planning and Housing Commission from discussing or taking action on items not listed on the agenda. The Planning and Housing Commission will appreciate your cooperation in keeping your comments brief. Please observe a three minute limit to communications.*

#### 4. MEETING MINUTES

19-0402

[Approval of minutes for the Planning and Housing Commission meeting of April 8, 2019.](#)

Attachments:

[20190408-P&H Minutes - DRAFT](#)

#### 5. CONSENT ITEMS

#### 6. PUBLIC HEARINGS

*(Items listed below are advertised as public hearings requiring review by the Planning and Housing Commission.)*

19-0400

[CZ2018-0002 \(CONTINUED\): An application to change the zone on 1.46 acres located at 1215 E. Ontario Avenue from C-2 \(Restricted Commercial\) to C-3 \(General Commercial\) to facilitate the development of a 4,462 sq. ft. drive-through restaurant \(Applicant: Ruben Gonzalez, PM Design Group, 38 Executive Park, Suite 310, Irvine, CA 92614\).](#)

Recommended action:

That the Planning and Housing Commission recommend adoption of the Negative Declaration and **APPROVAL of CZ2018-0002** to the City Council, based on the findings contained in the staff report.



**Attachments:**

[Staff Report](#)  
[Locational and Zoning Map](#)  
[Exhibit A - Proposed Zoning Map Amendment](#)  
[Exhibit B - Existing General Plan](#)  
[Exhibit C - Site Plan for Raising Cane's restaurant](#)  
[Exhibit D - Applicant's letter dated April 5, 2019 describing the scope of the project](#)  
[Exhibit E - Legal Description of the change of zone project site and Parcel Map 36633](#)  
[Exhibit F - Environmental Documentation](#)  
[CZ2018-0002 PPM2018-0011 PP Presentation](#)

**19-0401**

[PPM2018-0011 \(CONTINUED\): Precise plan modification application to construct a 4,462 sq. ft. restaurant with drive-through services for Raising Cane's on 1.46 acres in the proposed C-3 \(General Commercial\) Zone located at 1215 E. Ontario Avenue \(Applicant: Ruben Gonzalez, PM Design Group, 38 Executive Park, Suite 310, Irvine, CA 92614\).](#)

**Recommended action:**

That the Planning and Housing Commission adopt the Negative Declaration and adopt Resolution No. 2529 **GRANTING** PPM2018-0011 based on the findings contained in the staff report and conditions of approval.

**Attachments:**

[Staff Report](#)  
[Resolution No. 2529](#)  
[Locational and Zoning Map](#)  
[Exhibit A1 - Revised Site Plan \(April 2019\)](#)  
[Exhibit A2 - Initial Site Plan \(February 2019\)](#)  
[Exhibit B - Conditions of Approval](#)  
[Exhibit C - Floor plan](#)  
[Exhibits D1 & D2 - Detailed Elevation Plans](#)  
[Exhibits E1 & E2 - Colored Elevation Plans](#)  
[Exhibits F1 & F2 - Landscape Plan](#)  
[Exhibit G - Applicant's letter dated April 5, 2019 addressing the scope of the project](#)  
[Exhibit H - Environmental Documentation](#)  
[Exhibit I - Drive-through Queueing Analysis dated April 5, 2019](#)

**19-0389**

[CUP2018-0003: Conditional use permit application to establish a 76-foot high wireless telecommunications facility designed as a mono-eucalyptus tree on a 0.69-acre property located south of Chase Drive and west of Skyline Drive in the R-1A \(Single Family Residential\) zone \(Applicant: Peter Blied of Plancom, Inc. for Renegade Towers\).](#)

**Recommended action:**

That the Planning and Housing Commission adopt Resolution No. 2533 **DENYING CUP2018-0003**, based on the findings contained in the staff

report.

**Attachments:**

[Staff Report](#)

[Resolution No. 2533](#)

[Locational & Zoning Map](#)

[Exhibit A - Site Plans](#)

[Exhibit B - Project Conditions](#)

[Exhibit C - Equipment Layout Plan](#)

[Exhibit D - Antenna Layout Plan](#)

[Exhibit E - Elevation Plans](#)

[Exhibit F - Cross-Section of Project Site](#)

[Exhibit G - Applicant's letter describing alternative sites](#)

[Exhibit H - Propagation Maps](#)

[Exhibit I - Photosimulations](#)

[Exhibit J - Photograph of the project site taken April 12, 2019](#)

[Exhibit K - Community Meeting information for September 28 and 30, 2017](#)

[Exhibit L - Community Meeting information for November 29, 2018](#)

[Exhibit M - Infrastructure Committee Minutes, November 1, 2017](#)

[Exhibit N - Infrastructure Committee Minutes, January 9, 2019](#)

[Exhibit O - Public correspondence opposing the project](#)

[Exhibit P - Petition against the project, 2017](#)

[Exhibit Q - Petition against the project, 2018](#)

[Exhibit R - Public correspondence supporting the project](#)

[CUP2018-0003 PP Presentation](#)

## **7. WRITTEN COMMUNICATIONS**

## **8. ADMINISTRATIVE REPORTS**

*Report by Director, Joanne Coletta*

## **9. PLANNING AND HOUSING COMMISSIONERS' REPORTS AND COMMENTS**

## **10. ADJOURNMENT**

*The next meeting of the Planning and Housing Commission is scheduled for Monday, May 6, 2019, commencing at 6:00 p.m. in the City Council Chambers, 400 S. Vicentia Avenue.*

*Corona City Hall Online, All the Time- [www.CoronaCA.gov](http://www.CoronaCA.gov)*

### **NOTICE TO THE PUBLIC:**

*If you challenge any items on the agendas in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this*

*notice, or in written correspondence delivered to the Planning and Housing Commission at or prior to this public hearing.*

*Agendas for all Planning and Housing Commission meetings are posted at least 72 hours prior to the meeting in the entry way at City Hall. A complete agenda packet is available for public inspection during business hours at the Community Development Department. Any materials relating to an item on the agenda which are distributed to all, or majority of all, members of the Planning and Housing Commission after the posting of the agenda will also be available at the same time for public inspection during business hours at the Community Development Department.*

*Written communications from the public for the agenda must be received by the Community Development Department seven (7) days prior to the Planning and Housing Commission meeting. In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the ADA Coordinator at (951) 736-2235. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting.*

**MEETING IS BEING RECORDED**

# City of Corona

400 S. Vicentia Ave.  
Corona, CA 92882



## Minutes - Draft

Monday, April 8, 2019

6:00 PM

Council Chambers

## Planning and Housing Commission

*Karen Alexander, Chair*  
*Timothy Jones, Vice Chair*  
*Mitchell Norton, Commissioner*  
*Viren Shah, Commissioner*  
*Craig Siqueland, Commissioner*

## ROLLCALL

**Present** 5 - Commissioner Viren Shah, Commissioner Mitchell Norton, Vice Chair Tim Jones, Chair Karen Alexander, and Commissioner Craig Siqueland

**1. CALL TO ORDER**

Chair Alexander called the meeting to order.

**2. PLEDGE OF ALLEGIANCE**

Chair Alexander led the Pledge of Allegiance.

**3. ORAL COMMUNICATIONS FROM THE PUBLIC**

None.

**4. MEETING MINUTES**

[19-0334](#) Approval of minutes for the Planning and Housing Commission meeting of March 25, 2019

**Attachments:** [20190325-P&H Minutes - DRAFT](#)

**A motion was made by Vice Chair Jones, seconded by Commissioner Siqueland, that the Planning and Housing Commission approve the meeting minutes of March 25, 2019. The motion carried by the following vote:**

**Aye:** 4 - Commissioner Shah, Vice Chair Jones, Chair Alexander, and Commissioner Siqueland

**Abstain:** 1 - Commissioner Norton

**5. CONSENT ITEMS**

None

**6. PUBLIC HEARINGS**

[19-0321](#) PPM2018-0011 (CONTINUED): Precise plan application to construct a 4,462 sq. ft. restaurant with drive-through services for Raising Cane's on 1.46 acres in the proposed C-3 (General Commercial) Zone located at 1215 E. Ontario Avenue (Applicant: Ruben Gonzalez, PM Design Group, 38 Executive Park, Suite 310, Irvine, CA 92614).

**Attachments:** [Staff Report](#)

[19-0320](#) CZ2018-0002 (CONTINUED): An application to change the zone on 1.46 acres located at 1215 E. Ontario Avenue from C-2 (Restricted

Commercial) to C-3 (General Commercial) to facilitate the development of a 4,462 sq. ft. drive-through restaurant (Applicant: Ruben Gonzalez, PM Design Group, 38 Executive Park, Suite 310, Irvine, CA 92614).

**Attachments:** [Staff Report](#)

**A motion was made by Commissioner Norton, seconded by Vice Chair Jones, that the Planning and Housing Commission CONTINUE items PPM2018-0011 and CZ2018-0002 to the Planning and Housing Commission meeting of April 22, 2019. The motion carried by the following vote:**

**Aye:** 5 - Commissioner Shah, Commissioner Norton, Vice Chair Jones, Chair Alexander, and Commissioner Siqueland

[19-0322](#)

PP2019-0002: A proposal to rebuild a new 9,570 square foot Lazy Dog restaurant building on a building pad previously occupied by the Claim Jumper restaurant located at 380 N. McKinley Street (Corona Hills Plaza) within the Sub-Regional Shopping Center designation of the Northeast Corona Specific Plan (SP81-2). (Applicant: Jared Taylor Golden Property Development for Lazy Dog Restaurants, LLC, 5847 Brace Road Loomis, CA 95650).

**Attachments:** [Staff Report](#)

[Resolution No. 2534](#)

[Locational and Zoning Map](#)

[Exhibit A1-A3 - Site Plan, Enlarged Site Plan and Detailed parking tabulation](#)

[Exhibit B - Conditions of Approval](#)

[Exhibit C - Floor Plan](#)

[Exhibit D1-D3 - Elevation Plans](#)

[Exhibit E1-E3 - Colored Elevation Plans](#)

[Exhibit F - Landscape Plans](#)

[Exhibit G1 - Applicant's letter dated February 15, 2019, addressing the scope of the project](#)

[Exhibit G2 - Applicant's letter dated March 5, 2019, addressing the restaurant's delivery hours](#)

[Exhibit H - Environmental Documentation](#)

[PP2019-0002 Presentation](#)

At the request of Chair Alexander, Lupita Garcia, Assistant Planner, reviewed the staff report for PP2019-0002. At the conclusion of her presentation, Ms. Garcia offered to answer any questions of the Commission.

Vice Chair Jones asked how many parking spaces are within the Lazy Dog pad and how many spaces the restaurant is required to provide.

Ms. Garcia responded that the restaurant is required to provide 91 spaces,

but the applicant will not be making any changes to the parking lot and the existing number of parking spaces will remain the same.

Commissioner Norton inquired about the capacity of the prior restaurant versus the new restaurant.

Ms. Garcia deferred the response to the applicant.

Commissioner Shah inquired about the number of signs that can be placed on the building and maintenance of the landscaping behind the Lazy Dog pad adjacent to the 91 freeway.

Ms. Garcia responded that the Corona Municipal Code restricts building signage on up to three sides of the building and the landscaping in question is the responsibility of the property management company of the shopping center.

Chair Alexander opened the public hearing.

JARED TAYLOR, REPRESENTING LAZY DOG RESTAURANTS, thanked city staff for their involvement and stated he is looking forward to getting started on this project.

Discussion ensued among the Commission, applicant, and staff regarding construction related to the Lazy Dog restaurant and traffic within the shopping center.

Commissioner Shah expressed concerns regarding traffic accidents at the intersection within the shopping center and inquired about placing a condition on the project requiring a traffic study to be prepared for the intersection for a possible traffic signal.

Mr. Taylor stated that all construction will be contained within the Lazy Dog pad and that the intersection is outside of the restaurant's lease area; therefore, he is unable to directly address the traffic issue at the intersection, but has made the management company aware of the concern.

Ms. Joanne Coletta, Community Development Director, reemphasized that the on-site traffic issues are existing and the responsibility of the management company to address. Also, the condition of approval would require a nexus tying the project to the traffic issue and the applicant is the not the cause of the issue.

Mr. Tom Koper, Assistant Public Works Director, added that the existing four-way stop sign at the intersection is the best traffic measure for the intersection versus a traffic signal because the four-way stop sign slows traffic down and disperses traffic into the rest of the shopping efficiently.

DEWAYNE MITCHELL, REPRESENTING LAZY DOG RESTAURANTS, thanked city staff for their involvement and stated he is looking forward to getting started on this project.

JOE MORGAN, RESIDENT, spoke in favor of having of the new restaurant and appreciates the discussion regarding concerns with the traffic issues.

Chair Alexander closed the public hearing.

**A motion was made by Vice Chair Jones, seconded by Commissioner Siqueland, that the Planning and Housing Commission adopt Resolution No. 2534 GRANTING PP2019-00022, based on the findings contained in the staff report and conditions of approval. The motion carried by the following vote:**

**Aye:** 5 - Commissioner Shah, Commissioner Norton, Vice Chair Jones, Chair Alexander, and Commissioner Siqueland

## 7. WRITTEN COMMUNICATIONS

None.

## 8. ADMINISTRATIVE REPORTS

Michele Nissen, Acting City Manager, introduced Mitch Lansdell as the new Interim City Manager. Mr. Lansdell stated he is looking forward to working with the Planning and Housing Commissioners and the Corona Community as a whole.

## 9. PLANNING AND HOUSING COMMISSIONERS' REPORTS AND COMMENTS

None.

## 10. PLANNING AND HOUSING COMMISSION ORAL REPORTS AND COMMENTS REGARDING COUNCIL COMMITTEES

[19-0335](#) Report on the March 6, 2019 Infrastructure Committee meeting.

**Attachments:** [20190306 Infrastructure Committee Minutes - Final](#)

## 11. ADJOURNMENT

Chair Alexander adjourned the meeting at 6:51 p.m. to the Planning and Housing Commission meeting of Monday, April 22, 2019, commencing at



6:00 p.m. in the City Hall Council Chambers.



Agenda Report

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File #: 19-0400

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**PLANNING AND HOUSING COMMISSION  
STAFF REPORT**

DATE: 4/22/2019

TO: Honorable Chair and Commissioners

FROM: Community Development Department

**APPLICATION REQUEST:**

**CZ2018-0002 (CONTINUED):** An application to change the zone on 1.46 acres located at 1215 E. Ontario Avenue from C-2 (Restricted Commercial) to C-3 (General Commercial) to facilitate the development of a 4,462 sq. ft. drive-through restaurant (Applicant: Ruben Gonzalez, PM Design Group, 38 Executive Park, Suite 310, Irvine, CA 92614).

**RECOMMENDED ACTION:**

That the Planning and Housing Commission recommend adoption of the Negative Declaration and **APPROVAL of CZ2018-0002** to the City Council, based on the findings contained in the staff report.

**PROJECT SITE SUMMARY**

**Area of Property:** 1.46 acres

**Existing Zoning:** C-2 (Restricted Commercial)

**Proposed Zoning:** C-3 (General Commercial)

**Existing General Plan:** GC (General Commercial)

**Existing Land Use:** Vacant commercial building (formerly occupied by Fresh & Easy)

**Proposed Land Use:** Drive-through restaurant for Raising Cane's

**Surrounding Zoning/Land Uses:**

**N:** Park (Rimpau Park)/Public park

**E:** C-3/Del Taco drive-through restaurant

**S:** Commercial designation of the Corona Vista Specific Plan/Commercial center

**W:** Park (Rimpau Park)/Public park

**BACKGROUND**

The 1.46-acre property is part of a larger 2.17-acre commercial center that was originally constructed in 2008 (Exhibit 1). The overall center was reviewed and entitled under Precise Plan 07-003. Under the original entitlement, the western portion of the center which is where the current project is proposed was developed with a 13,969 square foot Fresh & Easy market while the eastern portion was undeveloped. In 2013, the eastern portion underwent a change of zone from C-2 to C-3

11

(General Commercial) to allow for the development of a Del Taco drive-through restaurant. The change of zone was necessary because the C-2 zone does not permit drive-through establishments while the C-3 zone does allow for drive-through establishments by right. The western portion of the center (Fresh & Easy) remained under the C-2 zone. In 2015, Fresh & Easy vacated the site and its building has remained unoccupied ever since.

The current proposal is a drive-through restaurant for Raising Cane's which will replace the building formerly occupied by Fresh & Easy. The project would require the demolition of the existing building and the pad would be reconstructed with a smaller 4,462 square foot building that will include an outdoor dining patio and drive-through lane. The parking in front of the restaurant will be reconfigured to fit the new building layout. Since the applicant is proposing to make substantive changes to the original entitled precise plan, the changes require approval by the Planning and Housing Commission. The site plan and architecture are reviewed under PPM2018-0011 and is attached as Exhibit C for reference. The applicant is requesting concurrent approvals for the change of zone, CZ2018-0002, and PPM2018-0011.

The Infrastructure Committee at its meeting on January 3, 2018, discussed the land use change. The Committee expressed no objection to having an additional restaurant with drive-through services on the site but inquired about potential noise from the drive-through lane being located on the north side of the building and the proximity to the residents located north of the park site. Noise was addressed in the Negative Declaration and the noise analysis prepared for the project determined operational noise from the restaurant would be within the city's acceptable thresholds for sound during day time and evening hours.

The project was initially reviewed by city staff at the Development Plan Review meeting on September 20, 2018. The applicant submitted official applications for the change of zone and precise plan modification to the city on November 20, 2018, which were reviewed by the Project and Environmental Review Committee on December 13, 2018 and determined to be incomplete. The applicant over time submitted the required application materials to staff with the applications finally considered complete on January 25, 2019, and cleared for public hearing before the Planning and Housing Commission on February 25, 2019.

### **February 25, 2019 Public Hearing**

The project was initially reviewed by the Planning and Housing Commission at a public hearing on February 25, 2019. The Commission continued the public hearing on the applications to March 11 to allow the applicant time to address concerns raised at the meeting related to the project's on-site circulation. The applications were further continued to April 8 and then to April 22 to allow the applicant additional time to address the concerns.

Since the original public hearing, the applicant has made revisions to the site plan to address the on-site circulation concerns as shown in Exhibit C. The revisions include a new location for the drive-through entrance, longer dual drive-through lanes that allow for more stacking of vehicles (34 total), a new right-out only driveway at the southwest corner of the site, and a new by-pass lane that extends around the building. Additionally, a queueing analysis was conducted to evaluate the project's dual drive-through lane queueing capacity. The site plan revisions and queueing analysis are discussed in detail in the staff report for PPM2018-0011.

## PROPOSED CHANGE OF ZONE

The subject site is 1.46 acres. The applicant is proposing to construct a 4,462 square foot restaurant with drive-through services for Raising Cane's on the site. The site's current C-2 zone does not allow drive-through establishments; therefore, to accommodate drive-through services the applicant is proposing to change the zoning to C-3. The C-3 zone allows for a wider range of commercial uses, including higher intensity uses that will allow drive-through services on the property by right.

As shown in Exhibit A, the C-3 zone is appropriate for the site. To the north and west of the subject site is Rimpau Park which is zoned Park. To the east is the Del Taco restaurant which has the same C-3 zoning, and on the other side of Del Taco is a light industrial development in the M-4 (Industrial Park) zone. To the south across Ontario Avenue is a commercial center that is in the Corona Vista Specific Plan with a Commercial designation, which also allows uses with drive-through services. The nearest residential land use is an existing neighborhood located to the north of the subject site beyond Rimpau Park. The C-3 zone proposed on the subject site is not expected to impact the neighborhood as the park provides a buffer between the subject site and neighborhood.

Furthermore, per the city's General Plan Land Use Map, the property has a General Plan designation of GC (General Commercial). The C-3 zone maintains consistency with the GC designation. The General Plan map of the project site and surrounding area is attached as Exhibit B.

## ENVIRONMENTAL ANALYSIS:

Per Section 15070 of the State Guidelines for Implementing the California Environmental Quality Act (CEQA) and Section 6.01 of the City's Local Guidelines, a Negative Declaration was prepared for the project because the Initial Study showed that there is no substantial evidence, in light of the whole record before the City, that the project may have a significant or potentially significant effect on the environment. Therefore, a Negative Declaration is recommended for adoption (Exhibit F).

## FISCAL IMPACT

The applicant paid \$4,892.00 in application processing fees for the change of zone.

## PUBLIC NOTICE AND COMMENTS

A 20-day public notice was mailed to all property owners within a 500-foot radius of the project site, as well as advertised in the *Sentinel Weekly News* and posted at the project site. As of the preparation of this report, the Community Development Department has not received any responses from the public regarding the proposal.

## STAFF ANALYSIS

CZ2018-0002 will change 1.46 acres of underutilized infill land located within an existing commercial center from C-2 to C-3. The change of zone will enable the applicant to develop the site with a restaurant having drive-through services. The C-3 zone is appropriate for the site because it is located in an area that consists of commercial and industrial uses and a public park which are similar or compatible to the intended use of the site. The zone change is also consistent with the property's General Plan designation of General Commercial because this designation allows for a broad range of commercial uses. All infrastructure that is necessary to support the potential commercial land use exists on the project site.

Development of the proposed project would fulfill several General Plan policies including Policies 1.1.1, 1.1.2, 1.1.3 and 1.11.1 which all encourage and emphasize having a community that contains

a diversity of land uses that supports the needs of Corona's residents and help maintain Corona as a self-sustaining city. The project also fulfills General Plan Policy 1.4.4 which encourages the adaptive re-use of economically underutilized commercial sites that are within existing urbanized areas. Therefore, CZ2018-0002 is recommended for approval based on the following findings.

## FINDINGS FOR APPROVAL OF CZ2018-0002

1. An initial study (environmental assessment) has been conducted by the City of Corona so as to evaluate the potential for adverse environmental impacts. The environmental assessment shows that there is no substantial evidence, in light of the whole record before the City, that the project may have a significant or potentially significant adverse effect on the environment.
2. The proposed change of zone is in conformity with the General Plan map and text for the following reasons:
  - a. *The change of zone conforms to General Plan Policies 1.1.1, 1.1.2, 1.1.3 and 1.11.1 which all encourage and emphasize having a community that contains a diversity of land uses that supports the needs of Corona's residents and help maintain Corona as a self-sustaining city, because the C-3 zone provides more flexibility on the types of commercial land uses allowed on the property.*
  - b. *The change of zone fulfills General Plan Policy 1.4.4 which encourages the adaptive re-use of economically underutilized commercial sites that are within existing urbanized areas because the C-3 zone will allow the site to be redeveloped with commercial land uses based on market demand.*
3. The subject property is suitable for the uses permitted in the C-3 (General Commercial) zone in terms of access, size of parcel, relationship to similar or related uses, for the following reasons:
  - a. *The infill project site is located in an area that has existing land uses that are similar and compatible to the proposed use of the project site and was developed for commercial purposes.*
  - b. *The project site is able to accommodate development that may occur as a result of the proposed zoning because the site currently contains an existing commercial building, parking lot, and the necessary utilities to support development on the site.*
  - c. *The project site is in an area where infrastructure exists to support the redevelopment of the site.*
4. The proposed change of zone is necessary and proper at this time, and is not likely to be detrimental to the adjacent property or residents for the following reason:
  - a. *The property owner has a letter of intent from Raising Cane's restaurant to develop the site with a restaurant having drive-through services; therefore, the C-3 zone is necessary at this time.*

*b. CZ2018-0002 is consistent with the existing zoning and land uses in the vicinity and has suitable access from Ontario Avenue.*

5. The proposed change of zone is in the interest of the public health, safety, necessity, convenience and general welfare and in accordance with good zoning practice for the following reason:

*a. CZ2018-0002 will allow greater flexibility in commercial land uses and will provide the property owner an opportunity to redevelop the site with a higher and better land use and prevent the site from being vacant.*

**PREPARED BY:** SANDRA YANG, SENIOR PLANNER

**SUBMITTED BY:** JOANNE COLETTA, COMMUNITY DEVELOPMENT DIRECTOR

#### EXHIBITS

1. Locational and Zoning Map.
2. Exhibit A - Proposed Zoning Map Amendment.
3. Exhibit B - Existing General Plan.
4. Exhibit C - Site Plan for Raising Cane's restaurant.
5. Exhibit D - Applicant's letter dated April 5, 2019 describing the scope of the project.
6. Exhibit E - Legal Description of the project site and Parcel Map 36633.
7. Exhibit F - Environmental Documentation.

Case Planner: Sandra Yang (951) 736-2262



# LOCATIONAL & ZONING MAP



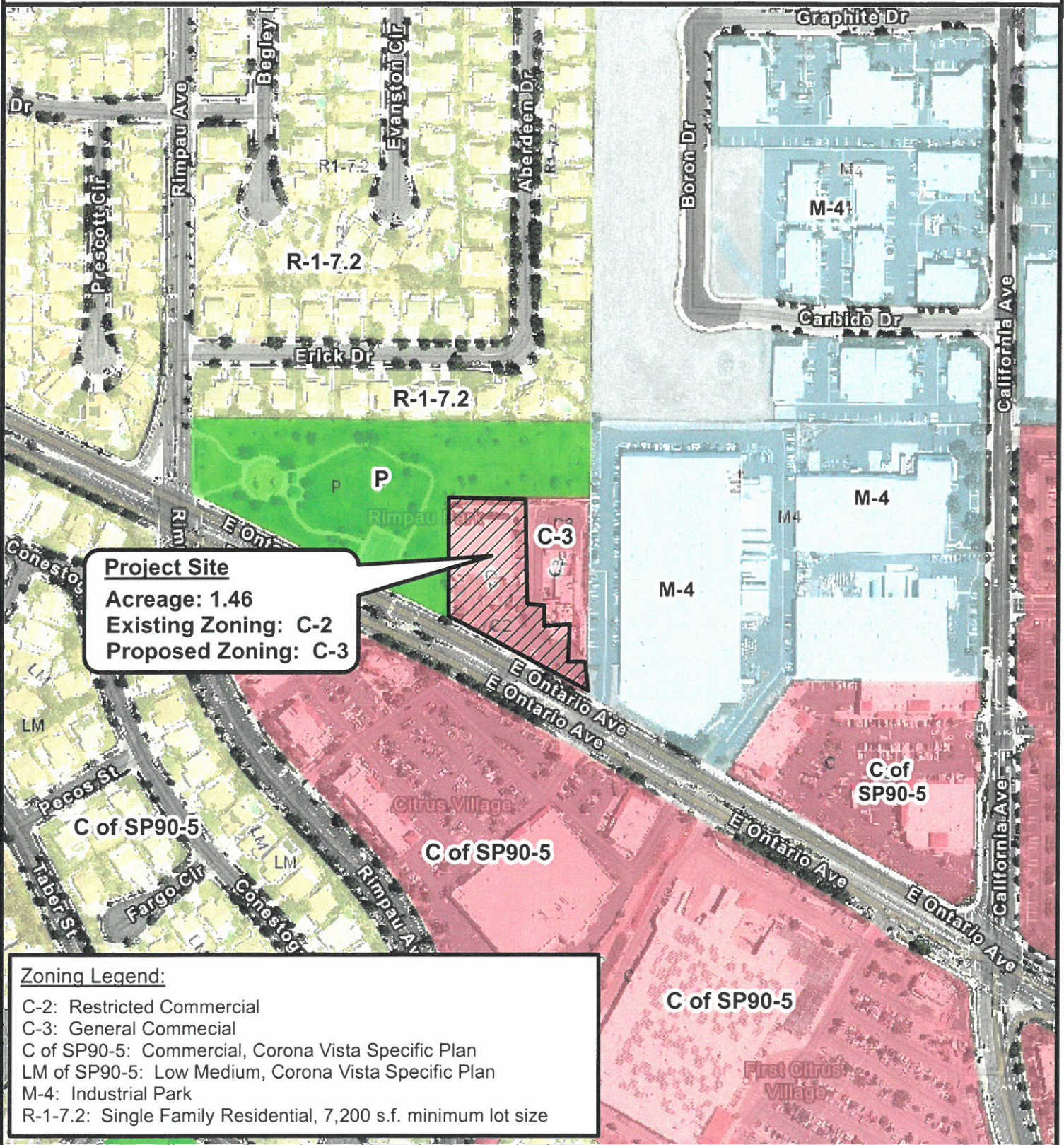
Date: 02/19/2019

CZ2018-0002 & PPM2018-0011  
(RAISING CANE'S)





# CHANGE OF ZONE MAP



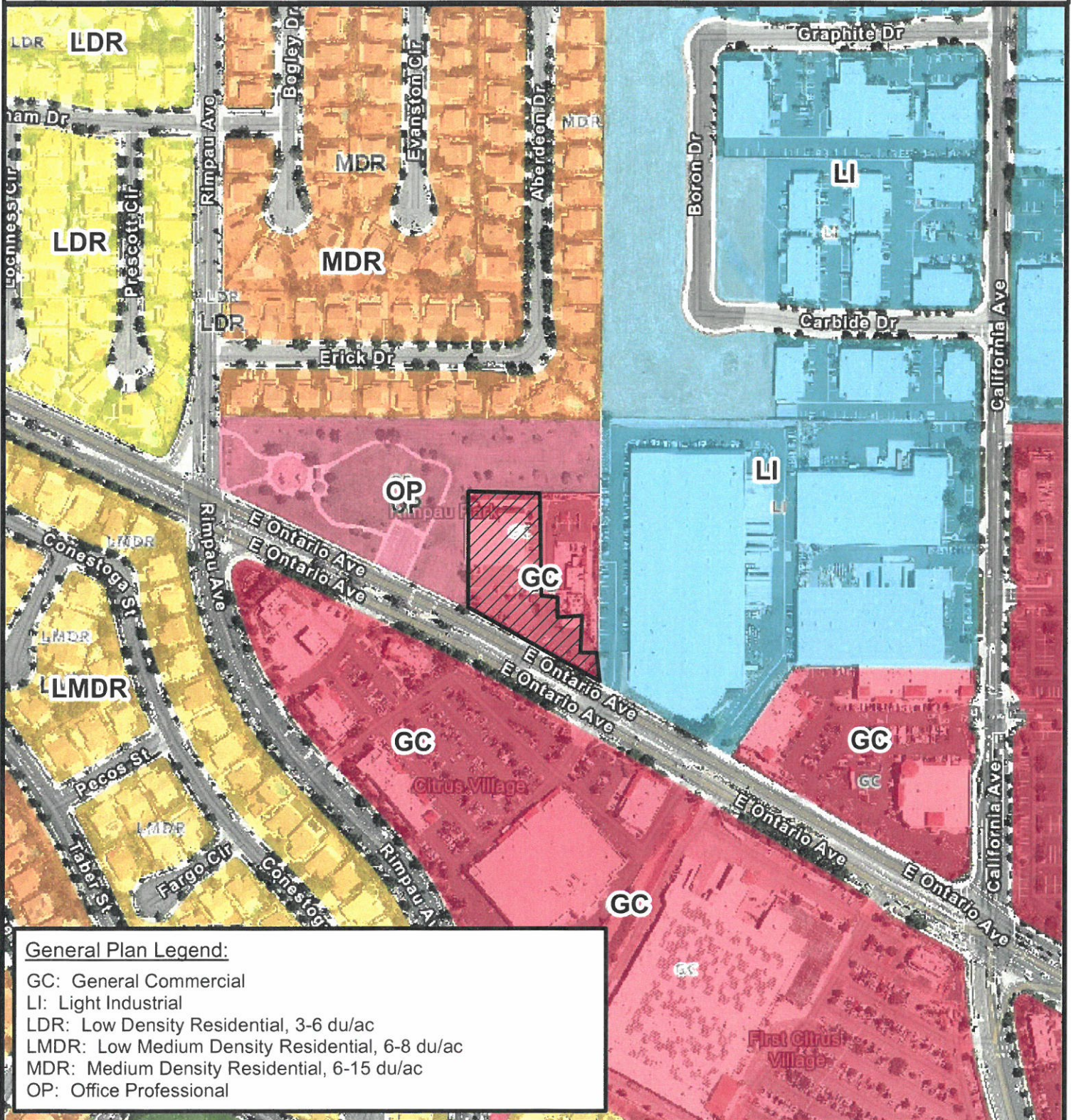
Date: 02/19/2019

CZ2018-0002





# GENERAL PLAN MAP



## General Plan Legend:

GC: General Commercial  
 LI: Light Industrial  
 LDR: Low Density Residential, 3-6 du/ac  
 LMDR: Low Medium Density Residential, 6-8 du/ac  
 MDR: Medium Density Residential, 6-15 du/ac  
 OP: Office Professional



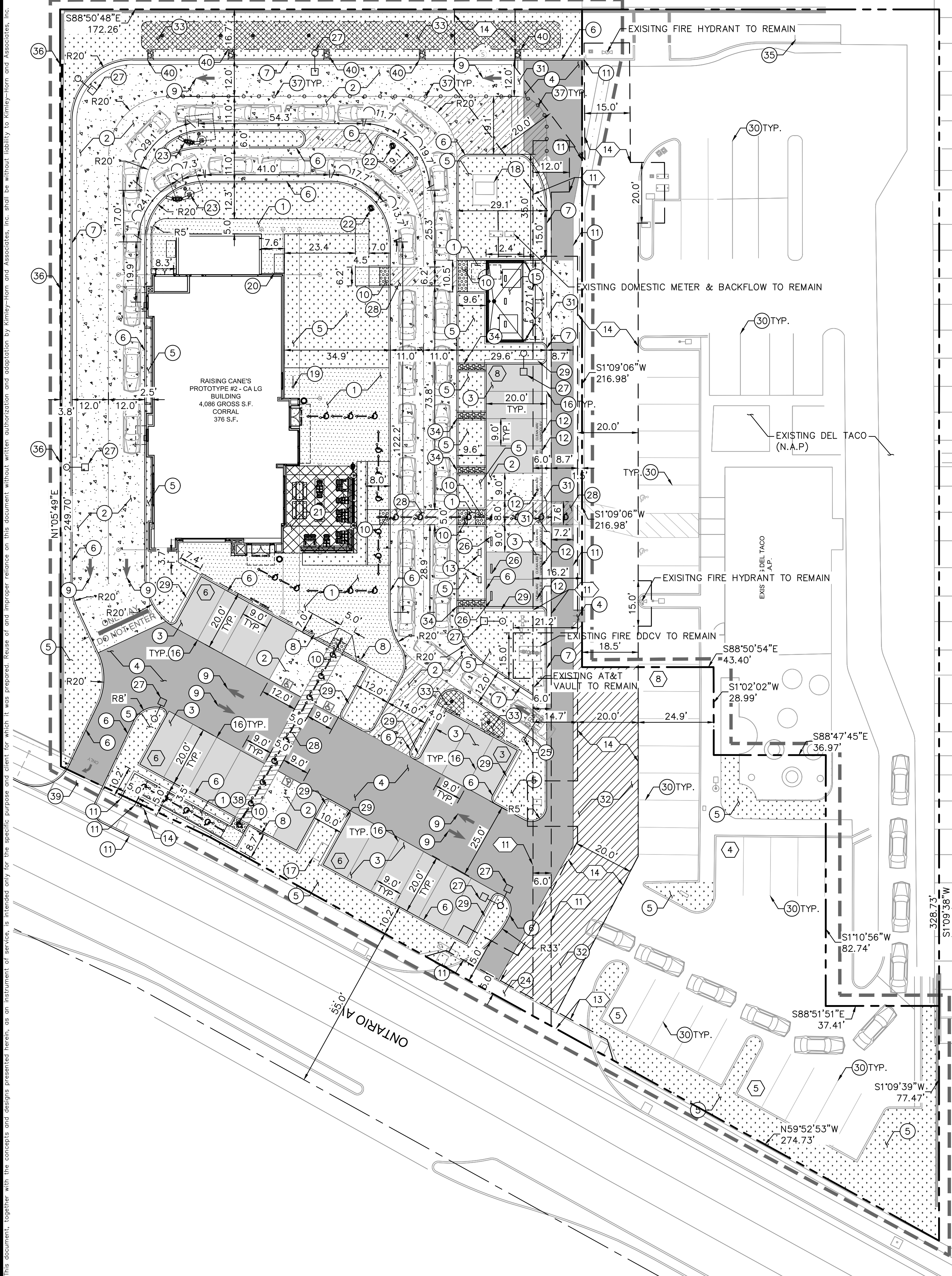
Date: 02/19/2019

CZ2018-0002





Drawing name: K:\ORA\_LDEV\Raising Cane's\094797044 - Corona (Ontario & Rimpau)\382\CADD\Exhibits\Planning\Ci.0 - Preliminary Site Plan.dwg    Ci.0 - Preliminary Site Plan    Apr 03, 2019    1:56pm    by: Lucas.Teani  
This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



LEGEND:

- CENTER LINE
- PROPERTY LINE
- EASEMENT LINE
- APPROXIMATE LIMIT OF WORK LINE
- STANDARD DUTY CONCRETE PAVEMENT
- HEAVY DUTY CONCRETE PAVEMENT
- LANDSCAPE/PLANTER AREA
- ASPHALT PAVEMENT MILL AND OVERLAY
- STANDARD DUTY ASPHALT PAVEMENT
- 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

CONSTRUCTION NOTES:

- STANDARD DUTY CONCRETE PAVEMENT
- HEAVY DUTY CONCRETE PAVEMENT
- STANDARD DUTY ASPHALT CONCRETE PAVEMENT
- HEAVY DUTY ASPHALT CONCRETE PAVEMENT
- LANDSCAPE/PLANTER AREA
- CONCRETE CURB
- CONCRETE CURB AND GUTTER
- ACCESSIBLE PARKING STALL SIGN
- DIRECTIONAL MARKING PER PLAN
- ACCESSIBLE RAMP WITH DETECTABLE WARNING (TRUNCATED DOMES)
- JOIN EXISTING CURB, CURB & GUTTER, SIDEWALK.
- "CLEAN AIR/VAN POOL/EV" IN 12" HIGH WHITE LETTERS AT THE END OF PARKING STALL
- FUTURE E/V CHARGING STATION. CONDUIT TO BE RAN TO STALL FOR FUTURE CONNECTION
- ADA PATH OF TRAVEL SIGN
- COVERED TRASH ENCLOSURE AND RECYCLING BIN STORAGE
- STANDARD 90' PARKING STALL STRIPING.
- EXISTING SIGN TO REMAIN
- EXISTING TRANSFORMER
- SHORT TERM BIKE RACK
- LONG TERM BIKE RACK
- OUTDOOR COVERED PATIO TO BE STAINED STANDARD DUTY CONCRETE PAVEMENT
- PREVIEW BOARD
- ORDER BOARD
- EXISTING DRIVEWAY TO REMAIN
- HEADACHE BAR
- INSTALL WHEELSTOPS FOR PARKING SPACES ADJACENT TO WALKWAYS
- SITE LIGHTING
- ACCESSIBLE PATH OF TRAVEL STRIPING.
- 18" WALK-OFF CURB
- STANDARD 90' PARKING STALL TO REMAIN
- 3.0' WIDE VALLEY GUTTER
- MILL AND OVERLAY EXISTING ASPHALT PAVEMENT
- OPEN BOTTOM BIORETENTION BASIN WITH UNDERDRAIN.
- 2' WIDE CHANNEL U-GUTTER WITH RIP RAP.
- CATCH BASIN TO REMAIN.
- CMU BLOCK WALL CONSTRUCTED OF DECORATIVE MASONRY TO MATCH EXISTING WALLS ON SITE.
- FLEXSTAKE 36" SURFACE MOUNT DELINEATOR (FLEXIBLE, REMOVABLE DELINEATOR)
- ACCESSIBLE RAMP WITH HANDRAILS
- NEW RIGHT-OUT DRIVEWAY PER MODIFIED CITY STANDARD 131.
- 2' WIDE CURB CUT WITH RIP RAP AT BIORETENTION BASIN INLET.

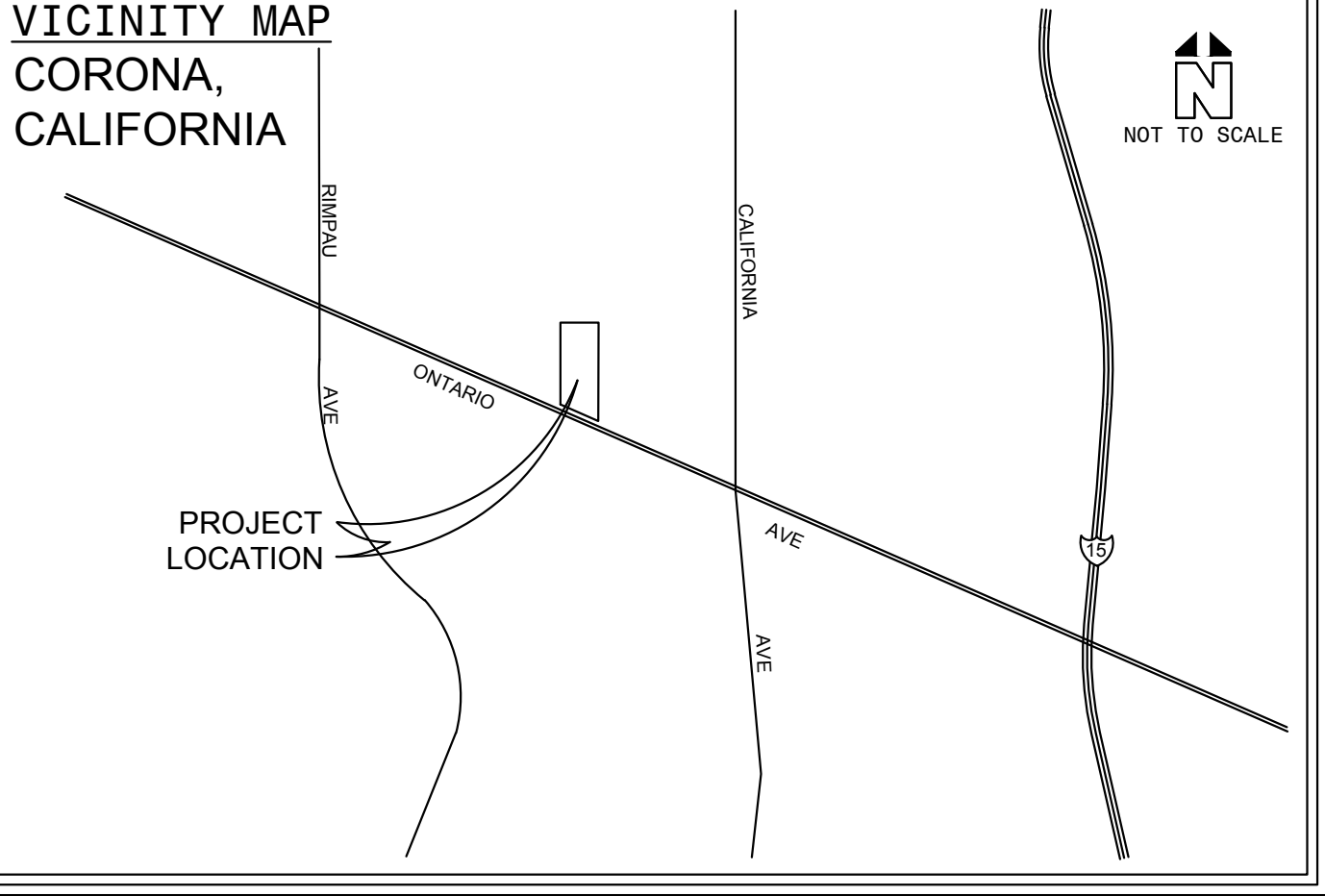
LEGAL DESCRIPTION

THE LAND REFERRED TO IS SITUATED IN THE COUNTY OF RIVERSIDE, CITY OF CORONA, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:  
PARCEL 1 OF PARCEL MAP NO. 36633, IN THE CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 237, PAGES 96, 97, AND 98 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

SIGN INFORMATION

- CMUTCD SIGN R5-1 - "DO NOT ENTER"

VICINITY MAP  
CORONA,  
CALIFORNIA



SITE DATA

PROJECT DESCRIPTION: DEMOLITION OF EXISTING PARKING LOT AND BUILDING. NEW CONSTRUCTION OF A RAISING CANE'S DRIVE THRU RESTAURANT AND PARKING LOT.  
ADDRESS: 1215 EAST ONTARIO AVENUE, CORONA, CA 92881  
APN: 107-180-052  
ZONING DISTRICT: C2-RESTRICTED COMMERCIAL (EXISTING)  
C3-GENERAL COMMUNITY COMMERCIAL ZONE (PROPOSED)  
ADJACENT ZONING DISTRICTS: NW: P - PARK  
S: C2-RESTRICTED COMMERCIAL  
E: M4 - INDUSTRIAL PARK  
LAND USE: COMMERCIAL  
ADJACENT LAND USE: NW: PARKS  
S: COMMERCIAL  
E: COMMERCIAL  
GENERAL PLAN DISTRICT: GC - GENERAL COMMERCIAL  
SPECIFIC PLAN: SP-90-05  
FLOOD ZONE: ZONE X - AREAS DETERMINED TO BE OUTSIDE THE 0.02% ANNUAL CHANCE FLOODPLAIN.

TOTAL DISTURBED AREA:	48,965 S.F.	(1.12 AC)
TOTAL PAD AREA:	4,086 S.F.	(0.09 AC)
TOTAL LOT AREA:	63,775 S.F.	(1.46 AC)
TOTAL COMMERCIAL CENTER AREA:	94,614 S.F.	(2.17 AC)
LOT COVERAGE		
TOTAL SITE AREA:	63,775 S.F.	(1.46 AC)
BUILDING AREA:	4,086 S.F.	(0.09 AC)
IMPERVIOUS AREA:	45,868 S.F.	(1.05 AC)
LANDSCAPE AREA:	13,821 S.F.	(0.32 AC)

PARKING/LANDSCAPE BUFFER	10.0'
FRONT:	0.0'
REAR:	0.0'
SIDE (N):	0.0'
SIDE (S):	10.0'

PARKING SUMMARY:

RAISING CANE'S: 5,226 S.F. (1 STALL/100 S.F.) = 53 STALLS REQUIRED PER CITY CODE  
• 4,086 S.F. (BUILDING) + 376 S.F. (CORRAL) + 764 S.F. (PATIO) = 5,226 S.F. TOTAL  
• ADA PARKING FOR 51-75 PARKING STALLS = 3 ADA PARKING STALLS REQUIRED, PER 2016 CBC.  
• FUTURE EV FOR 51-75 PARKING STALLS = 4 FUTURE EV STALLS REQUIRED PER 2016 CALGREEN  
• 1 FUTURE EV STALL MUST BE VAN ACCESSIBLE.  
• NUMBER OF REQUIRED DESIGNATED STALLS FOR LOW-EMITTING, FUEL-EFFICIENT, CARPOOL/VANPOOL, AND ELECTRIC VEHICLES (PER 2016 CALIFORNIA GREEN BUILDING STANDARDS) = 6.  
TOTAL NUMBER OF PARKING SPACES PROVIDED = 75  
DEL TACO: 2,200 S.F. (1 STALL/100 S.F.) = 22 STALLS REQUIRED PER CITY CODE

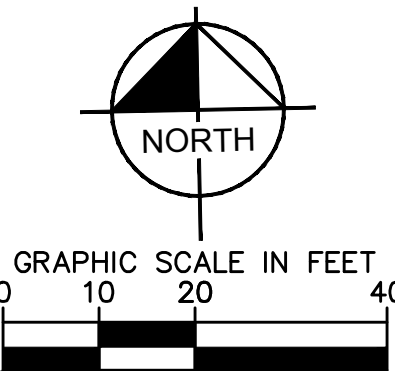
PARKING TABLE:	
STANDARD	65
COMPACT (C)	-
MOTORCYCLE DESIGNATED	6
EV CHARGING	4
ACCESSIBLE	4
TOTAL:	75

RAISING CANE'S & DEL TACO	
REQUIRED	65
PROVIDED	75
EV STALLS ARE ALSO DESIGNATED FOR VANPOOL (REQUIREMENTS FOR EV/DESIGNATED STALLS ARE BASED ON PROPOSED RAISING CANE'S PARKING)	

\* 6 CAR STACK BEHIND THE ORDER BOARD HAS BEEN PROVIDED PER THE CITY'S CODE REQUIREMENTS.  
\*\* 26 CAR STACK BEHIND THE ORDER BOARD HAS BEEN PROVIDED  
\*\*\* 35 CAR STACK BEHIND THE PAY WINDOW HAS BEEN PROVIDED

TITLE REPORT EXCEPTIONS

- AN EASEMENT AFFECTING THAT PORTION OF SAND LAND FOR UNDERGROUND ELECTRICAL SUPPLY SYSTEMS AND COMMUNICATION SYSTEMS RECORDED, AUGUST 20, 2008 IN OFFICIAL RECORDS AS INSTRUMENT NUMBER 20080459200 (PLOTTED HEREON)
- MATTER AS CONTAINED OR REFERRED TO IN AN INSTRUMENT ENTITLED "RIGHT-OF-WAY DEDICATION FOR STREET, WATER, SEWER, STORM DRAIN AND PUBLIC UTILITIES PURPOSES" RECORDED SEPTEMBER 8, 2008 IN OFFICIAL RECORD AS INSTRUMENT NUMBER 20080494215 (PLOTTED HEREON)
- MATTERS AS CONTAINED OR REFERRED TO IN AN INSTRUMENT ENTITLED "EASEMENT DEDICATION FOR PUBLIC UTILITY EASEMENT" RECORDED SEPTEMBER 8, 2008 IN OFFICIAL RECORDS AS INSTRUMENT NUMBER 20080494216 (PLOTTED HEREON)



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

**DIGALERT**  
DIAL BEFORE YOU DIG  
TWO WORKING DAYS BEFORE YOU DIG  
TOLL FREE 1-800-227-2600  
A PUBLIC SERVICE BY UNDERGROUND SERVICE ALERT

ISSUE	DATE	DESCRIPTION
	04.08.19	PLANNING SUBMITTAL

LT
DRAWN BY JP
CHECKED BY TH
RECOMMENDED

ENGINEERS SEAL  
REGISTERED PROFESSIONAL ENGINEER  
JOHN A. POLLOCK  
RCE NO. 86160  
CIVIL  
STATE OF CALIFORNIA

**Kimley»Horn**  
765 THE CITY DRIVE, SUITE 200  
ORANGE, CA 92668  
(714) 938-1030  
PREPARED UNDER THE DIRECT SUPERVISION OF:  
JOHN POLLOCK R.C.E. NO. 86160  
DATE: 4/3/2019  
EXP. 12/31/20

CITY OF CORONA  
APPROVED BY:  
CITY ENGINEER - TOM KOPER  
RCE # 50258  
DATE: \_\_\_\_\_  
EXP: \_\_\_\_\_

**Raising Cane's**  
1215 EAST ONTARIO AVENUE CORONA, CA 92881

CITY OF CORONA  
**PRELIMINARY SITE PLAN**

1 OF 1  
**EXHIBIT C**





**PM Design Group, Inc.**  
38 Executive Park, Suite 310  
Irvine, CA. 92614  
P: 949.430-7051  
F: 949.381.5850

April 5, 2019

City of Corona  
Community Development Department  
400 S. Vicentia Avenue  
Corona, CA 92882

Re: **Project Description Letter for Proposed Raising Cane's Restaurant**  
1215 E. Ontario Avenue  
Corona, CA 92881

This letter is to provide a brief description of the proposed project to be located at 1215 E. Ontario Ave. in the City of Corona, California. The proposed project consists of the demolition of an existing building and new construction of a 4,086 square foot Raising Cane's Chicken Finger Restaurant plus a corral and 347 sq. ft. outdoor covered patio on a 31,405 Sq. Ft. site Area.

Site improvements will include new menu preview boards and menu order boards as well as new landscaping around the perimeter of the parcel. There will also be new site lighting and a new enclosed Trash Enclosure with materials and colors to match the Raising Cane's restaurant. Furthermore, this restaurant will have outdoor dining on a covered patio and maximum building height is 24'-7" +/- . Utility service extensions will be coordinated through the appropriate agencies during the design phase.

The new single story building with alternating heights and elements is designed with contemporary architecture. The building's architectural features include the use of standing seam metal awnings, a stucco finish on the building accented with the use of full modular brick.

This project will provide 57 parking spaces including 2 accessible parking spaces (ADA) and 2 designated clean air parking stalls. The two drive-thru lanes are designed to accommodate 6 vehicles per lane.

Operating hours for walk-in and drive-through service will be from 9am to 1:00am Mon-Thurs and 9am to 3:00am Fri-Sun. The menu board and speaker are located on the west end of the building, further away from the street.

#### **By-Pass Lane and Queue Description:**

As part of this development three (3) queuing studies were conducted on three (3) currently operating Raising Cane's Restaurants in California. The locations studied are located the Cities of Riverside (11066 Magnolia Ave.), Orange (2249 N Tustin Ave), and Laguna Hills (23971 El Toro Road). These studies revealed the peak queue during both the lunch (11 am to 1 pm) and dinner hours (5 pm to 7 pm) to be 17 vehicles. With this information, and the existing use of the adjacent development (Del Taco with drive through service), in mind the site was developed with two drive through lanes capable of providing a queue stacking of 34 vehicles from the pick-up window to the entrance of the drive through. This configuration provides a queuing stack that is 650% more than required by the City of Corona's Municipal Code, 200% more than the max queue as shown by the studies conducted and not a

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[www.pmdginc.com](http://www.pmdginc.com)

standard for Raising Cane's development. The intent of this design is to prevent vehicles from queuing beyond the drive through entrance and causing on-site circulation issues.

In the existing condition there is a shared main access drive aisle between the Del Taco parcel and the proposed Raising Cane's parcel. Due to the location of the Del Taco drive through exit and site vehicle egress a potential point of conflict was identified at the proposed Raising Cane's drive through entrance. To mitigate this the site incorporates a one-way by-pass lane that begins at the northern end of the site and follows the Raising Cane's drive through layout ending at the southwest corner of the site. Additionally, a new right-out only driveway will be installed at the southwest corner of the site where vehicles from either restaurant can exit the site. To prevent vehicles from "jumping" the queue, flexible removable delineators will be installed between the drive-through lane and by-pass lane. In the unlikely event that the drive through queue is full, the by-pass lane will also allow customers to circumvent the site and prevent additional queue from stacking southerly towards Ontario Avenue.

Although the site has been proactively designed to minimize on-site traffic concerns, such as providing a drive through that is capable of stacking twice the number of vehicles observed during the queuing studies conducted and providing a one-way bypass lane to allow vehicles from either Raising Cane's or Del Taco for circumvent and exit the site, a "Honey Moon" period is expected. To mitigate any concerns the Raising Cane's New Restaurant Operations Team will meet with appropriate city staff prior to the opening to ensure a traffic management plan is in place and will additionally conduct the following actions to mitigate on-site congestion:

1. Employs and utilizes off-duty police officers throughout the lot to assist customers navigate the new site.
  - a. This will include directing customers to utilize the by-pass lane in the unlikely case that the drive through queue is full and preventing vehicles from stacking southerly towards Ontario Avenue.
2. Schedule additional staff and a dedicated support team in the parking area to provide menus and answer questions to increase awareness of the items available and increase drive through efficiency.
3. Retains a dedicated training team on-site for 30 days to increase employee's efficiency and reduced drive through queue stacking

Raising Cane's is aware of the implementation of electronic devices (iPads) at other restaurants with drive through service as an attempt to increase ordering and food preparation efficiencies. However, at the moment there is no operational plan to implement this ordering system as it does not align with the Raising Cane's Restaurant Operations nor would it increase efficiency for the following reasons:

1. Video cameras are installed at various locations around the building, this allows staff to know the exact number of customers entering, queuing and exiting the drive through as well as the building.
2. Raising Cane's prides itself on providing fresh made to order food, this means that staff will not start "dropping bird, fries or toast" until a customer has entered the queue / building.
3. The specialty menu at Raising Cane's allows staff to predict that the customer is going to order, Quality Chicken Fingers! Thus, the advance order of a specialty item, situation where iPad ordering would prove beneficial, would not be applicable to Raising Cane's Restaurants.

If you have any question, please call me at (949) 562.1723 or email me at [rgonzalez@pmdginc.com](mailto:rgonzalez@pmdginc.com).

Best Regards,

Ruben Gonzalez  
Sr. Project Manager

**EXHIBIT A**

**LEGAL DESCRIPTION OF THE PROPERTY**

63,782 square feet (1.46 acres) of property located at the street address 1215 E. Ontario Avenue, Corona, California, as shown in the Site Sketch attached as ***Exhibit B-1*** to this Lease and legally described as follows:

Parcel 1 of Parcel Map No. 36633, in the City of Corona, County of Riverside, State of California, as per map recorded in Book 237, Pages 96, 97 and 98 of Parcel Maps, in the Office of the County Recorder of said County.

APN: 107-180-052-4

CITY 231/97

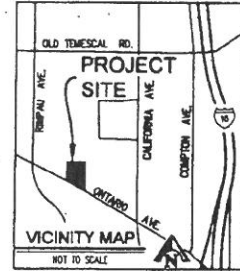
IN THE CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

# PARCEL MAP NO. 36633

BEING PORTIONS OF LOTS 3 AND 6 IN BLOCK 30 OF LANDS OF SOUTH RIVERSIDE LAND AND WATER COMPANY AS SHOWN BY MAP ON FILE IN BOOK 9, PAGE 6 OF MAPS, RECORDS OF SAN BERNARDINO COUNTY, STATE OF CALIFORNIA, MAY, 2013

SUMMIT WEST CONSULTANTS, INC.

SHEET 2 OF 3 SHEETS



FD. BRASS TAG SET IN CONCRETE FOOTING STAMPED R.C.E. 21084 PER R1, ACCEPTED AS S.E. CORNER OF TRACT 28562.

PROPERTY CORNER ESTAB. BY RECORD DISTANCE PER R6 FROM S.E. CORNER OF TRACT 28562.

TRACT NO. 28562  
H.B. 285/99-102

LOT 26

LOT 27

LOT 28

LOT 29

LOT 30

FD. NAIL & TAG WITH L.S. 7161 FLUSH IN LIEU OF 1" P PER R1, ACCEPTED AS PROPERTY CORNER.

FD. NAIL & TAG WITH L.S. 7161 FLUSH IN LIEU OF 1" P PER R1, NOTED 30'E 0.26'.

(N49°01'28"W 290.00' R1)  
(N88°56'05"W 290.11')

(S89°37'08"E 158.77' R1)  
(S89°37'08"E 158.77' R1)

LOT 6, BLOCK 30  
SOUTH RIVERSIDE LAND & WATER CO.  
H.B. 9/6 S.B. CO.

BASES OF BEARINGS  
(N00°36'32"E 248.61' R1)  
(N00°36'32"E 248.70')

DOC. NO. 2008-02256887  
RECORDED 05/14/2008

SOUTHERN CALIFORNIA EDISON CO.  
UTILITY EASEMENT PER  
DOC. 2008-0459200 O.R.  
RECORDED AUGUST 20, 2008.  
SEE DETAIL "A" ON SHEET 3.

CITY OF CORONA  
PUBLIC UTILITY EASEMENT PER  
DOC. 2008-0494216 O.R.  
RECORDED SEPTEMBER 8, 2008.  
SEE DETAIL "B" ON SHEET 3.

PARCEL 1  
1.464 AC.

PARCEL 2  
0.709 AC.

C/L RIMPAU AVE

FD. 1" P W/ PLASTIC PLUG STAMPED L.S. 7161 FLUSH PER R1.

FD. 1" P W/ PLASTIC PLUG STAMPED L.S. 7161 FLUSH PER R1.

(N00°36'32"E 22.15')

(N00°36'32"E 30.00')

(N00°36'32"E 30.00')

(N00°36'32"E 30.00')

(N00°36'32"E 30.00')

(N00°36'32"E 30.00')

(N00°36'32"E 30.00')

(N00°36'32"E 30.00')

(N00°36'32"E 30.00')

(N00°36'32"E 30.00')

(N00°36'32"E 30.00')

(N00°36'32"E 30.00')

(N00°36'32"E 30.00')

## MONUMENT NOTES:

- MONUMENT FOUND AS NOTED.
- ◎ SET LEAD, NAIL & TAG "PLS 8234".
- ▲ SET SPOKE & WASHER IN ASPHALT TAGGED "PLS 8234".

## BASES OF BEARINGS:

THE BEARING OF NORTH 00°36'32" EAST ALONG THE WESTERLY LINE OF PROPERTY AS SHOWN ON RECORD OF SURVEY, R.S.B. 136/14, WAS USED AS THE BASIS OF BEARINGS FOR THIS MAP.

## LEGEND:

- PROPERTY LINE
- - - CENTERLINE
- - - RECORD LOT LINES
- - - EASEMENT LINES
- ||||| INDICATES VEHICULAR ACCESS RIGHTS RESTRICTED
- SLF SEARCHED NOTHING FOUND

## RECORD REFERENCES:

- (R1) = RECORD OF SURVEY R.S.B. 136/14.
- (R2) = DOC. 2008-0494216 O.R. RECORDED SEPTEMBER 8, 2008.
- (R3) = DOC. 2008-0459200 O.R. RECORDED AUGUST 20, 2008.
- (R4) = DOC. 2008-0494215 O.R. RECORDED SEPTEMBER 8, 2008.
- (R5) = CO. OF RIVERSIDE CORNER RECORD NO. 86-171.
- (R6) = DOC. 2008-02256887 O.R. RECORDED MAY 14, 2008.

## GENERAL NOTES:

- PARCELS 1 & 2, ORIGINALLY DESCRIBED AS OWNER PARCEL & DEVELOPER PARCEL, LEGALS & PLATS RECORDED 8/8/2013 AS DOCUMENT NO. 2013-0270812, O.R.
- THE SMALL DISCREPANCIES IN CALLS PER (R1) ARE THE RESULT OF HOLDING FOUND MONUMENTS AS REFERENCED THEREIN. (R1) WAS USED TO ESTABLISH THE BOUNDARY OF THIS MAP.

## RECIPROCAL ACCESS NOTES:

- EXISTING GRANT OF EASEMENT OVER BOTH PARCELS 1 & 2 FOR INGRESS, EGRESS, UTILITY EASEMENTS, TEMPORARY CONSTRUCTION EASEMENTS AND SIGNS, PER ARTICLE "Y" OF COVENANTS, CONDITIONS & RESTRICTIONS, RECORDED 6/6/2013 AS DOC. NO. 2013-0270813, O.R.



SCALE: 1" = 30'





## **CITY OF CORONA**

### **NEGATIVE DECLARATION**

#### **NAME, DESCRIPTION AND LOCATION OF PROJECT:**

**CZ2018-0002:** An application to change the zone on 1.46 acres located at 1215 E. Ontario Avenue from C-2 (Restricted Commercial) to C-3 (General Commercial) to facilitate the development of a 4,462-square foot restaurant with drive-through services.

**PPM2018-0011:** An application to construct a 4,462 square foot restaurant with drive-through services and an outdoor dining patio for Raising Cane's on 1.46 acres in the proposed C-3 (General Commercial) Zone located at 1215 E. Ontario Avenue.

#### **ENTITY OR PERSON UNDERTAKING PROJECT:**

Ruben Gonzalez  
PM Design Group, Inc.  
38 Executive Park, Suite 310  
Irvine, CA 92614

The City Council, having reviewed the initial study of this proposed project and the written comments received prior to the public meeting of the City Council, and having heard, at a public meeting of the Council, the comments of any and all concerned persons or entities, including the recommendation of the City's staff, does hereby find that the proposed project may have potentially significant effects on the environment, but mitigation measures or revisions in the project plans or proposals made by or agreed to by the applicant would avoid or mitigate the effects to a point where clearly no significant effects will occur. **Therefore, the City Council hereby finds that the Negative Declaration reflects its independent judgment and shall be adopted.**

The Initial Study and other materials which constitute the records of proceedings, are available at the office of the City Clerk, City of Corona City Hall, 400 South Vicentia Avenue, Corona, CA 92882.

Date: \_\_\_\_\_

\_\_\_\_\_  
Mayor  
City of Corona

Date filed with County Clerk: \_\_\_\_\_

# **CITY OF CORONA**

## **INITIAL STUDY / ENVIRONMENTAL CHECKLIST**

### **PROJECT TITLE:**

**CZ2018-0002:** An application to change the zone on 1.46 acres located at 1215 E. Ontario Avenue from C-2 (Restricted Commercial) to C-3 (General Commercial) to facilitate the development of a 4,462-square foot restaurant with drive-through services.

**PPM2018-0011:** An application to construct a 4,462 square foot restaurant with drive-through services and an outdoor dining patio for Raising Cane's on 1.46 acres in the proposed C-3 (General Commercial) Zone located at 1215 E. Ontario Avenue.

### **PROJECT LOCATION:**

1215 E. Ontario Avenue  
City of Corona, County of Riverside  
APN 170-180-052

### **PROJECT PROPONENT:**

Ruben Gonzalez  
PM Design Group, Inc.  
38 Executive Park, Suite 310  
Irvine, CA 92614

### **PROJECT DESCRIPTION:**

The project site is a 1.46-acre parcel located within an existing 2.17-acre commercial center constructed in 2008. The parcel contains a vacant 13,969 square foot commercial building formerly occupied by Fresh & Easy which will be demolished to accommodate a new 4,462 square foot restaurant with drive-through services to be occupied by Raising Cane's. The proposal warrants a modification to the original entitlement which is being reviewed under PPM2018-011. The project also includes a change of zone, CZ2018-0002, which is a proposal to change the parcel's current zoning of C-2 (Restricted Commercial) to C-3 (General Commercial) to allow for the drive-through restaurant as this type of use is currently not permitted under the existing C-2 zone. The change of zone will not impact the remaining portion of the commercial center which is already zoned C-3 and developed with a 2,220 square foot Del Taco drive-through restaurant.

The commercial center was previously analyzed for potential environmental impacts at the time the retail center was constructed. A Mitigated Negative Declaration was adopted by the City on November 21, 2007.

### **ENVIRONMENTAL SETTING:**

The commercial center is a fully developed site that contains two commercial buildings, a shared parking lot, and a single shared driveway located at the center's south perimeter that provides access from Ontario Avenue. The pad that is being developed for a drive-through restaurant is bordered by Rimpau Park to the west and north. Beyond the park to the north are residential developments. To the east of the subject pad is the Del Taco restaurant with light industrial



buildings located beyond Del Taco to the east. To the south is Ontario Avenue with commercial buildings located farther south.

#### **GENERAL PLAN \ ZONING:**

The General Plan designation of the subject parcel is GC (General Commercial). No changes are proposed to the General Plan designation of the parcel as the GC designation is intended for a broad range of commercial uses. Therefore, the C-3 zone maintains consistency with the General Plan.

The current C-2 zoning of the subject parcel permits a limited range of commercial uses including restaurants, but does not permit drive-through establishments. Thus, the applicant is proposing to change the zoning of the parcel to C-3 which permits drive-through establishments by right.

#### **STAFF RECOMMENDATION:**

The City's Staff, having undertaken and completed an initial study of this project in accordance with the City's "Local Guidelines for Implementing the California Environmental Quality Act (CEQA)", has concluded and recommends the following:

- ☒ The proposed project could not have a significant effect on the environment. **Therefore, a NEGATIVE DECLARATION will be prepared.**
- ☐ The proposed project could have a significant effect on the environment, however, the potentially significant effects have been analyzed and mitigated to below a level of significance pursuant to a previous EIR as identified in the Environmental Checklist attached. **Therefore, a NEGATIVE DECLARATION WILL BE PREPARED.**
- ☐ The Initial Study identified potentially significant effects on the environment but revisions in the project plans or proposals made by or agreed to by the applicant would avoid or mitigate the effects to below a level of significance. **Therefore, a MITIGATED NEGATIVE DECLARATION will be prepared.**
- ☐ The proposed project may have a significant effect on the environment. **Therefore, an ENVIRONMENTAL IMPACT REPORT is required.**
- ☐ The proposed project may have a significant effect on the environment, however, a previous EIR has addressed only a portion of the effects identified as described in the Environmental Checklist discussion. As there are potentially significant effects that have not been mitigated to below significant levels, a **FOCUSED EIR will be prepared to evaluate only these effects.**
- ☐ There is no evidence that the proposed project will have the potential for adverse effect on fish and wildlife resources, as defined in Section 711.2 of the Fish and Game Code.

## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The following indicates the areas of concern that have been identified as "Potentially Significant Impact" or for which mitigation measures are proposed to reduce the impact to less than significant.

- |  |  |   |
|--|--|---|
| <input type="checkbox"/> Land Use Planning           | <input type="checkbox"/> Biological Resources          | <input type="checkbox"/> Cultural Resources                 |
| <input type="checkbox"/> Population and Housing      | <input type="checkbox"/> Mineral Resources             | <input type="checkbox"/> Agricultural Resources             |
| <input type="checkbox"/> Geologic Problems           | <input type="checkbox"/> Hazards / Hazardous Materials | <input type="checkbox"/> Greenhouse Gases                   |
| <input type="checkbox"/> Hydrology and Water Quality | <input type="checkbox"/> Noise                         | <input type="checkbox"/> Tribal Cultural Resources          |
| <input type="checkbox"/> Air Quality                 | <input type="checkbox"/> Public Services               | <input type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> Transportation / Traffic    | <input type="checkbox"/> Utilities                     |   |
|  | <input type="checkbox"/> Aesthetics                    |   |

Date Prepared: February 8, 2019      Prepared By: Sandra Yang, Senior Planner

Contact Person: Sandra Yang      Phone: (951) 736-2434

### AGENCY DISTRIBUTION

(check all that apply)

- \_\_\_\_\_ Responsible Agencies
- \_\_\_\_\_ Trustee Agencies (CDFG, SLC, CDPR, UC)
- \_\_\_\_\_ State Clearinghouse (CDFG, USFWS, Redev. Projects)
- \_\_\_\_\_ SCAQMD (Includes technical studies)
- XX Pechanga
- XX Soboba
- \_\_\_\_\_ WQCB
- \_\_\_\_\_ Other: \_\_\_\_\_

### UTILITY DISTRIBUTION

XX Southern California Edison

Southern California Edison  
Adriana Mendoza-Ramos, Esq.  
Region Manager, Local Public  
Affairs  
1351 E. Francis St.  
Ontario, CA 91761

Southern California Edison  
Karen Cadavona  
Third Party Environmental Review  
2244 Walnut Grove Ave.  
Quad 4C 472A

*Note: This form represents an abbreviation of the complete Environmental Checklist found in the City of Corona CEQA Guidelines. Sources of reference information used to produce this checklist may be found in the City of Corona Community Development Department, 400 S. Vicentia Avenue, Corona, CA.*

**1. LAND USE AND PLANNING:**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Conflict with any land use plan/policy or agency regulation (general plan, specific plan, zoning)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with surrounding land uses	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Physically divide established community	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

The subject property is 1.46 acres and currently developed with approximately 14,000 square foot vacant commercial building that was formerly occupied by a Fresh & Easy neighborhood market. The property is one of two properties that make up a 2.17-acre commercial center located on Ontario Avenue, east of Rimpau Avenue. The applicant's proposed 4,462 square foot drive-through restaurant on the project site complies with the site's General Plan designation of General Commercial because the General Commercial designation is intended for a broad range of commercial uses including restaurants. However, the property requires a zone change from C-2 (Restricted Commercial) to C-3 (General Commercial) because the C-2 zone does not permit drive-through establishments while the C-3 zone does. The zone change would enable the development of a restaurant with drive-through services on the property by right. The proposed C-3 zone and drive-through restaurant do not conflict with the surrounding land uses nor will it physically divide established communities because the site is located in an area with similar and compatible land uses and shares the area with another restaurant having drive-through services. To the east are industrial properties zoned M-4 (Light Industrial). To the north is Rimpau Park. Single-family homes are located beyond the park to the north and have a distance and separation of 163 feet from the project site. Therefore, the park provides an adequate buffer between the homes and the project site. To the south is Ontario Avenue with a commercial retail center located farther south. There are no land use incompatibilities, and therefore, no mitigation is required.

**2. POPULATION AND HOUSING:**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Induce substantial growth	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing housing or people	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

The proposed project will not induce substantial growth or displace substantial numbers of existing housing or people because the site is already zoned for commercial purposes under the C-2 zone. Furthermore, the subject pad is located within an existing commercial center which contains no residential dwellings. Therefore, no mitigation is warranted as the proposed project will not impact population and housing within the city.

3. GEOLOGIC PROBLEMS:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Fault /seismic failures (Alquist-Priolo zone) /Landslide/Liquefaction	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Grading of more than 100 cubic yards	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Grading in areas over 10% slope	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantial erosion or loss of topsoil	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Unstable soil conditions from grading	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Expansive soils	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

A geotechnical investigation report was prepared for the project by Terracon Consultants (July 6, 2018). Per the report, there are no known active faults crossing or projecting through the site. The site is not located in an Alquist-Priolo Earthquake Fault Zone and thus, ground rupture due to faulting is considered unlikely at this site. The project will be subject to city and county local codes, the latest California Building Code (CBC), and the engineering recommendations in the project's geotechnical investigation report. Therefore, any potential impacts related to fault/seismic failures would be reduced to a less than significant impact and no further mitigation would be necessary.

Ground water was not encountered in borings conducted by Terracon Consultants for the geotechnical investigation report. The potential for liquefaction to occur at the site is low. The site is relatively flat and has no rock or landslide hazards, and the expansion potential for on-site soils is considered low. Development of the site would involve grading of more than 100 cubic yards. Per the applicant's conceptual grading plan, construction of the project would involve cutting 300 cubic yards while there would be 310 cubic yards of fill. Changes to the grade of the project site will be minimal as the applicant is proposing to match the finish floor of the new building to the existing building. There would be no grading in areas with greater than 10 percent slopes as the site is relatively flat. Adherence to the city's grading regulations and the grading specifications identified in the geotechnical investigation report would ensure a less than significant impact would occur and no further investigation would be required.

Development of the project would require the movement of on-site soils. Prior to the issuance of grading permits, the project applicant would be required to submit detailed grading plans for the project site, and would be required to comply with applicable City's grading regulations established in the Corona Municipal Code. Furthermore, development of the site would involve more than one acre; therefore, the proposed project is required to obtain a National Pollutant Discharge Elimination System (NPDES) permit. A Storm Water Pollution Prevention Plan (SWPPP) would also be required to address erosion and discharge impacts associated with the proposed on-site grading. Additionally, the project is required to submit a final Water Quality Management Plan (WQMP) which would identify measures to treat and/or limit the entry of contaminants into the storm drain system. Since the project is required to adhere to the City's grading regulations, obtain an NPDES Permit, and prepare an SWPPP and WQMP, impacts associated with soil erosion hazards are less than significant and no mitigation is required.

4. HYDROLOGY AND WATER QUALITY:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than significant Impact	No Impact
a. Violate water quality standards/waste discharge requirements	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Deplete groundwater supplies	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Alter existing drainage pattern	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Increase flooding hazard	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Degrade surface or ground water quality	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Within 100-year flood hazard area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Increase exposure to flooding	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Exceed capacity of storm water drainage system	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

The project proposes a smaller building compared to the existing building, and the project will increase the amount of landscaped areas on the project site. Therefore, development of the project site would decrease the area of impermeable surface paving which will result in a decrease in surface runoff. The applicant has submitted a preliminary Water Quality Management Plan (WQMP) prepared by Kimley Horn (January 2019) to ensure that the project addresses potential water quality impacts. The applicant will be required to implement on site the Best Management Practices (BMPs) identified in the preliminary WQMP to minimize pollutant runoff into the City's storm water drainage system. These include maintaining a repairing the on-site storm drain inlets periodically, providing regular maintenance of the landscaping, and sweeping sidewalks and parking areas regularly and to prevent accumulation of litter and debris. Prior to issuance of a grading permit, the applicant will be required to submit a final WQMP to be reviewed by the Corona Public Works Department. This will result in a less than significant impact to water quality and therefore, no further mitigation is required.

Development of the proposed project would result in impervious surfaces in the form of walkways, buildings, and a parking lot, and would alter the site's existing drainage patterns. As such, the project is designed so that surface runoff will be managed in three drainage management areas (DMAs). Two of the DMAs are designed to direct the flow of storm water into two drywells that are designed with an infiltration system. One drywell is located in the parking lot and the other is located at the northerly perimeter of the site. The third DMA is proposed as a self-treating landscaped area located at the north perimeter of the site. Appropriate collection and conveyance of storm water will ensure that the proposed flows and capacities generated by the new development will not exceed the capacity of the existing storm water system and will not increase the potential for onsite or offsite flooding. Therefore, impacts related to drainage would be less than significant and no mitigation is required.

According the Federal Emergency Management Agency (FEMA) Flood Insurance Rate maps (FIRMS), the project site is not located within the 100-year flood hazard area. Development of the project site will not result in a flooding hazard nor will it expose the site and surrounding area to flooding. Therefore, no impacts are anticipated with respect to flooding and no mitigation is required.

The site to be occupied by Raising Cane's restaurant is fully developed with pavement, landscaping, and a commercial building which will be demolished for the reconstruction of a new restaurant. There will be no grading in areas with greater than 10 percent slopes. Therefore, no impacts from implementation of the proposed development would occur and no mitigation would be required.

5. AIR QUALITY:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Conflict with air quality plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Violate air quality standard	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Net increase of any criteria pollutant	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to pollutants	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

An air quality assessment was prepared for the project by Kimley Horn (November 2018) to analyze potential air impacts associated with the proposed project. Emissions were calculated using the California Emission Estimator Model (CalEEMod) Version 2016.3.2, which was the latest version available at the time of the preparation of the report. The CalEEMod is a computer model approved by the South Coast Air Quality Management District (SCAQMD) to calculate criteria pollutant emissions. The following discusses the project's compliance with air quality plans and potential short-term and long-term air quality impacts.

The project site is located within the South Coast Air Basin, an area covering approximately 6,745 square miles and bounded by the Pacific Ocean to the west and south and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. Air quality within the Basin is regulated by the SCAQMD which is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the Basin is in nonattainment. The project would be subject to SCAQMD's Air Quality Management Plan (AQMP), which contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. The AQMP is based on projections originating with county and city general plans. Since the proposed project is required to be consistent with the City of Corona General Plan, the project would be consistent with the AQMP. Therefore, no impacts would occur with respect to AQMP implementation, and no mitigation measures are required.

Short-Term (Construction) Impacts

Short-term air impacts include construction related activities associated with the proposed project. These activities would result in emissions of ROG, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> which have regional significance thresholds established by the SCAQMD. Any project with daily regional emissions that exceed any of the regulated thresholds should be considered as having an individually and cumulatively significant air quality impact. It is anticipated that construction of the project would be completed in approximately five months. During construction, the project is expected to comply with the regulatory construction requirements under the SCAQMD Rules which include but are not limited to Rule 1403 (Asbestos), Rule 1113 (Architectural Coatings), and Rule 403 (Fugitive Dust). The project's estimated maximum daily construction emissions are summarized below in Table 5-A. As shown, emissions resulting from project construction would not exceed the SCAQMD regional thresholds of significance for regulated pollutants. Therefore, a less than significant impact would occur and no mitigation is required.

**TABLE 5-A**  
**Construction Related Emissions (lbs/day)**

Construction Year	Maximum Emissions (lbs/day)					
	ROG	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>	SO <sub>2</sub>
2019	4.40	23.57	16.61	1.76	2.78	0.03
SCAQMD Thresholds	75	100	550	150	55	150
Threshold Exceeded?	No	No	No	No	No	No

Localized Significance Thresholds Impacts

The project's air quality study also included a localized impacts analysis. The SCAQMD established Localized Significance Thresholds (LSTs) to show whether a proposed project would cause or contribute to localized air quality impacts at the nearest sensitive receptor. For the project, sensitive receptors would include the users of Rimpau Park located

approximately 50 feet northwest of the project site. LSTs take into account the size of the project and a project's distance to the sensitive receptor, and apply only to NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. Table 5-B shows that the project's construction emission rates would not exceed the SCAQMD's Localized Significance Thresholds (LSTs) established for sensitive receptors located 25 meters (82 feet) from the project site. Based on the LSTs analysis, none of the pollutants' emissions would exceed the SCAQMD thresholds for LSTs. Therefore, no mitigation is warranted.

#### Long-Term (Operational) Impacts

Long-term operational activities associated with the proposed project will result in emissions of ROG, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. Operational emissions would be expected from energy sources (electricity consumption), mobile sources (vehicle trips), and area sources (landscape equipment and architectural coating emissions). As shown in Table 5-B, the project's expected daily long-term emissions would not exceed the SCAQMD thresholds for VOC, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. Therefore, this would be less than significant and no mitigation is required.

**TABLE 5-B  
Project Operational Emissions**

Emissions Source	Estimated Emissions (lbs/day)					
	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Summer Emissions</b>						
Area Source Emissions	0.11	0.00	0.00	0.00	0.00	0.00
Energy Emissions	0.03	0.30	0.25	0.25	0.02	0.02
Mobile Emissions	2.43	15.21	15.99	15.99	0.91	3.29
Total	2.58	15.21	16.25	16.25	0.94	3.31
SCAQMD Thresholds	55	55	550	150	150	55
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Winter Emissions</b>						
Area Source Emissions	0.11	0.00	0.00	0.00	0.00	0.00
Mobile Emissions	0.03	0.30	0.25	0.00	0.02	0.02
Energy Emissions	2.01	14.93	15.27	0.05	0.91	3.29
Total	2.15	15.23	15.53	0.05	0.94	3.31
SCAQMD Thresholds	55	55	550	150	150	55
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

#### Odors

Land uses generally associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting operations, refineries, landfills, dairies, fiberglass molding facilities. The project does not contain land uses associated with emitting objectionable odors. Therefore, odors associated with the project's construction and operations would be less than significant and no mitigation would be required.

#### **6. TRANSPORTATION/TRAFFIC:**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable congestion management program	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Change in air traffic patterns	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Traffic hazards from design features	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Emergency access	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with alternative transportation policies (adopted policies, plans or programs for public transit, bicycle or pedestrian facilities)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### **Discussion:**

#### **Trip Generation Comparison Analysis**

A trip generation comparison analysis was prepared by Kimley Horn (November 9, 2018) to determine the net amount of

traffic that would be generated with the removal of the pre-existing Fresh & Easy market and the addition of traffic from the proposed Raising Cane's restaurant. The project trip generation takes into consideration trip credit for the pre-existing land use, as well as pass-by trip reductions. Pass-by trips are those motorists who are already traveling on the surrounding roadways from one place to another and are not necessarily adding "new" trips on the roadway system. An example of a pass-by trip would be an individual who stops at the project site on the way to or from work/school. A pass-by reduction factor of 25% was applied to the daily and PM peak hour trips for both the pre-existing Fresh & Easy market and the proposed Raising Cane's restaurant. A pass-by reduction factor was not applied to the AM peak hour trips since Raising Cane's will not be operating during the morning peak hours. Table 6-A summarizes the daily AM and PM peak hour trip generation estimates.

**Table 6-A  
Summary of Project Trip Generation**

Land Use	Trip Generation Estimates						
	Daily	AM Peak Hour <sup>1</sup>			PM Peak Hour		
		In	Out	Total	In	Out	Total
<b>EXISTING</b>							
Fresh & Easy market	1,563	34	22	56	69	66	135
Pass-by Trips (25% Daily, 25% PM)	-391	-	-	-	-17	-17	-34
<b>Total Net Trips for Existing Conditions</b>	<b>1,172</b>	<b>34</b>	<b>22</b>	<b>56</b>	<b>52</b>	<b>49</b>	<b>101</b>
<b>PROPOSED</b>							
Raising Cane's Restaurant w/Drive-Through	1,924	N/A	N/A	N/A	69	64	133
Pass-by Trips (25% Daily, 25% PM)	-481	-	-	-	-17	-16	-33
<b>Total Net Trips for Existing Conditions</b>	<b>1,443</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>52</b>	<b>48</b>	<b>100</b>
<b>NET DIFFERENCE (Proposed Minus Existing)</b>	<b>271</b>	<b>-34</b>	<b>-22</b>	<b>-56</b>	<b>0</b>	<b>-1</b>	<b>-1</b>

1. Raising Cane's is not open during the morning peak hour.
2. A pass-by reduction factor of 25% for daily and PM peak hour trips is applied for both uses.

As shown in Table 6-A, the Fresh & Easy market was estimated to generate approximately 1,172 daily trips, with 56 trips in the morning peak hour and 101 trips in the evening peak hour. The proposed Raising Cane's restaurant is estimated to generate approximately 1,443 daily trips, with 100 trips in the evening peak hour after pass-by reductions. There is no AM peak hour analysis for Raising Cane's since the restaurant will be closed during the morning peak hours. It should be noted that the trip generation estimates for Fresh & Easy are based on current trip generation rates provided by the Trip Generation Manual, 10<sup>th</sup> Edition (Institute of Transportation Engineers), whereas the original trip generation estimates originally analyzed for the Fresh & Easy building were based on the Trip Generation Manual, 7<sup>th</sup> Edition Manual. For reference, the original trip generation estimates which were conducted by Linscott, Law and Greenspan (May 2007) resulted in 1,171 daily trips, with 41 trips in the morning peak hour and 109 trips in the evening peak hour. While the original morning and evening peak hour trip estimates are different from the current morning and evening peak hour trip estimates, the overall daily trip estimates are only different by one daily trip. As such, the slight discrepancy between the original and current trip generate estimates is considered negligible.

In summary, the proposed Raising Cane's restaurant is estimated to add 271 more trips to the roadway on a daily basis compared to the prior use (Fresh & Easy market). However, this is considered to be a relatively minor increase in the daily traffic, plus the Raising Cane's will not be open during the morning peak hours. For the PM peak hour, there would actually be a reduction of one fewer trip in the evening peak hour traffic compared to the prior use. This is considered a less than significant impact and, therefore, no traffic mitigation is warranted.

### **Queuing Analysis**

A queuing analysis was conducted by Kimley Horn (April 5, 2019) to evaluate the adequacy of the project's drive-through lane queueing capacity. The analysis analyzed three different Raising Cane's restaurant located in the cities of Laguna Hills, Orange, and Riverside.

None of the sites have dual drive-through lanes, but they were selected for the analysis because they have similar site characteristics as the proposed project which are the following:

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

The analysis observed the number of vehicles in the drive-through lane every 15 minutes within the lunch and dinner peak periods at each site on a typical weekday and Saturday. The following are the peak lunch and dinner periods for each site:

- Laguna Hills Site:
  - 11:00 AM to 2:00 PM (lunch-time)



- 4:00 PM to 7:00 PM (dinner-time)
- Orange Site:
  - 12:00 PM to 2:30 PM (lunch-time)
  - 7:00 PM to 9:30 PM (dinner-time)
- Riverside Site:
  - 11:00 AM to 2:00 PM (lunch-time)
  - 4:00 PM to 7:00 PM (dinner-time)

Tables 6B and 6C below summarize the average and peak number of vehicles in the drive-through lane at each site. The *Average Queue* number represents the average number of vehicles that were observed in the drive-through lane within each 15-minute interval during the lunch-time and dinner-time periods. The *Peak Queue* number represents the most number of vehicles that were observed in the drive-through lane within each 15-minute interval during the lunch-time and dinner-time periods.

**Table 6B**  
**Summary of Queueing Analysis – Typical Weekday**

Time Period	Laguna Hills		Orange		Riverside	
	Average Queue	Peak Queue	Average Queue	Peak Queue	Average Queue	Peak Queue
Lunch-Time	11	15	10	16	8	12
Dinner-Time	13	14	12	14	7	11

**Table 6C**  
**Summary of Queueing Analysis – Saturday**

Time Period	Laguna Hills		Orange		Riverside	
	Average Queue	Peak Queue	Average Queue	Peak Queue	Average Queue	Peak Queue
Lunch-Time	9	10	10	13	10	12
Dinner-Time	10	13	15	17	8	11

The drive-through queueing capacity for the Laguna Hills and Orange sites is 7 to 9 vehicles. The drive-through queueing capacity for the Riverside site is 10 to 13 vehicles. As shown by the data collected in Tables 1 and 2, the average number of vehicles that utilize the Laguna Hills drive-through slightly exceeds the site's drive-through queueing capacity (7 to 9 vehicles). The average number of vehicles utilizing the Orange drive-through also slightly exceeds the site's drive-through queueing capacity (7 to 9 vehicles). As for the Riverside site, the average number of vehicles utilizing the site's drive-through does not exceed the site's drive-through queueing capacity (10 to 13 vehicles).

The analysis noted the following general observations at the sites:

- Spillovers outside the drive-through lanes occurred occasionally and lasted briefly.
- On occasion, the spillover was due to a delay at the order board rather than a lack of capacity in the drive-through lane. The delay was typically due to a large order or indecisiveness on the part of the customer. Once a customer finished ordering at the menu and pulled forward, the remaining cars in the queue would move through the drive-through lane at a normal pace.
- Some customers were observed evaluating the wait time and queue lines and chose to park and go into the building.

Raising Cane's typical service time in the drive-through lane is 2.5 minutes from the menu board to the pick-up window, with a vehicle being processed and processing through the order board, pay window and pick-up window every 35 to 40 seconds during the peak periods. Based on this information and queueing formulas taken from the Institute of Transportation Engineers (ITE) Transportation Planning Handbook, 3<sup>rd</sup> Edition, the analysis indicates that the average number of vehicles in the drive-through queue for the Raising Cane's in Corona is estimated to be 9 vehicles during the peak times. The current site plan proposes a queueing capacity for 34 total vehicles. The probability of exceeding 34 vehicles is estimated to be unlikely at 3.1 percent. The ITE queueing analysis is based on a single-lane drive-through for a more conservative approach. The dual-lane design for the Raising Cane's in Corona will allow orders to be processed more efficiently and lower the number of vehicles in the queue. Therefore, no impacts are anticipated and no mitigation is warranted.

7. BIOLOGICAL RESOURCES:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Endangered or threatened species/habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Riparian habitat or sensitive natural community	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Adversely affects federally protected wetlands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interferes with wildlife corridors or migratory species	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflicts with local biological resource policies or ordinances	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflicts with any habitat conservation plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

The project site is located within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) area, within the Temescal Canyon Area Plan. The site is not located within an MSHCP criteria cell. It is also not located within a survey area that requires habitat assessment for sensitive or threatened species. There is no evidence that the project site contains habitat for any listed threatened or endangered species as the project site already contains an existing commercial center. Per CMC Section 16.33.140, the project is exempted from the MSHCP mitigation fees since the project involves development within a project area that is already improved. Therefore, no impact associated with endangered or threatened species or habitat would occur and no mitigation would be required.

As previously stated, the site is an existing commercial development and contains no riparian habitat, sensitive natural communities, or wetlands. Therefore, reconstruction of the 1.46-acre pad for a drive-through restaurant would not impact riparian habitat, any sensitive natural communities, or federally protected wetlands and no mitigation would be required.

The project site is located in a developed area bounded by existing developments to the north, east, south, and west. Therefore, developing the project site would not interfere with wildlife movement and no mitigation would be required.

8. MINERAL RESOURCES:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Loss of mineral resource or recovery site	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

Per Figure 4.5-7 of the General Plan Technical Background Report, the project site does not contain mineral resources. Therefore, the project does not impact mineral resources, and no mitigation is warranted.

9. HAZARDS AND HAZARDOUS MATERIALS:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Transport, use or disposal of hazardous materials	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Risk of accidental release of hazardous materials	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Hazardous materials/emissions within ¼ mile of existing or proposed school	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Located on hazardous materials site	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with Airport land use plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair emergency response plans	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Increase risk of wildland fires	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

A Phase I Environmental Site Assessment (ESA) was conducted for the project by Terracon Consultants (June 29, 2018). Based on Terracon's review of historic information on the project site, the site consisted of agricultural land and/or vacant land from as early as 1902 until 2008 when the site was developed with the current commercial center. Selected federal and state environmental regulatory databases were also reviewed in addition to a site reconnaissance which was conducted by Terracon staff. No recognized environmental conditions were found. Therefore, a Phase II ESA was not recommended and no further mitigation was required.

There is no school located within a ¼ mile of the project site. The nearest school is Anthony Elementary School, which is located approximately 1.0 mile southwest of the project site. Located between the project site and school are a commercial center and residential neighborhoods. Development of the proposed project is for a restaurant and is expected to not include any activities that would result in hazardous emissions or handle hazardous materials, substances, or waste in a manner that could result in toxic emissions. As such, no impact associated with this issue is anticipated to occur and no mitigation would be required.

The nearest airport to the project site is the Corona Municipal Airport, located approximately 5.4 miles northwest of the project site. Based on the Riverside County Airport Land Use Compatibility Plan (ALUCP), the project site is not within any identified safety or compatibility zone and therefore, does not conflict with the ALUCP and no mitigation is warranted.

The project site is not located in close proximity to the Cleveland National Forest nor is it considered an area that can be described as a wildland area. The project site is an infill site located within an urbanized area. Due to the urbanized nature of the surrounding area, the proposed development would not be considered at high risk for fire hazards. Furthermore, all development within the City is required to comply with all fire code requirements associated with adequate fire access, fire flows, and number of hydrants. Therefore, no impacts are anticipated and no mitigation is required.

10. NOISE:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Exceed noise level standards	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Exposure to excessive noise levels/vibrations	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Permanent increase in ambient noise levels	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Temporary increase in ambient noise levels	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with Airport Land Use Plan noise contours	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

A noise analysis was prepared for the project by Kimley Horn (November 2018) to evaluate the potential noise impacts

associated with the project. The nearest sensitive receptor to the project site is Rimpau Park which borders the project site to the north and west. The activity area within the park that is nearest to the project site is a sidewalk which is approximately 50 feet northwest from the project property line. Additional sensitive receptors are existing single-family residences that are located across the park to the north. The nearest residences are approximately 170 feet from the project property line. The following discusses the project's short-term and long-term potential noise impacts to sensitive receptors.

### **Short-term Construction Noise**

Short-term noise exposure would include noise during construction. This would come from using heavy machinery during grading and clearing of the site as well as during construction and paving of the project. Some of the highest noise levels that are anticipated to occur during project construction would be from pavers which can generate noise around 89 dBA measured at a distance of 25 feet. Rimpau Park visitors and the nearest residential uses that are 170 feet to the north of the project site may be exposed to elevated noise levels during project construction. However, construction noise would be acoustically dispersed throughout the project site and not concentrated in one area near surrounding sensitive uses. Construction noise would also be sporadic and variable in nature. Additionally, the project would be required to comply with the City's construction noise hours in the Corona Municipal Code which prohibits construction noise from between the hours of 8:00 p.m. to 7:00 a.m., Monday through Saturday, and 6:00 p.m. to 10:00 a.m. Sundays and federal holidays. This would reduce noise impacts to a less than significant level and therefore, no mitigation would be required.

### **Long-term Operational Noise**

Long-term noise sources associated with the Raising Cane's restaurant would be the drive-through operations (ordering intercom and announcements from the public -address system), vehicles idling/queuing. Additional noise sources include mechanical equipment, parking lot noise, and people dining in the outdoor patio proposed on the south side of the building.

### **Drive-Through Noise**

The proposed restaurant would be open from Sunday through Thursday between 9:00 a.m. to 2:00 a.m., and Friday and Saturday between 9:00 a.m. to 3:00 a.m. The drive-through will have two menu boards and intercoms which would be located on the north side of the proposed building. The measured noise level associated with active drive-through operations is 64 dBA measured at a distance of 20 feet. As previously discussed, the nearest sensitive noise receptors are park visitors and the residences located approximately 170 feet north of the project site's north property line. The closest menu board/intercom is located approximately 30 feet south from the same property line. The project site has an existing six-foot high block wall that will remain at the site's north property line. This wall separates the sensitive receptors from the project site and would attenuate noise by 8 dBA. Attenuation over distance and from the wall would reduce noise levels at the park and the closest residences to 48 and 37 dBA, respectively. Therefore, the drive-through noise levels would be below the city's exterior noise standards for residential and sensitive land uses, which permits a maximum allowable exterior noise level of 50 dBA from 10:00 p.m. to 7:00 a.m., and 55 dBA from 7:00 a.m. to 10:00 p.m. This is considered a less than significant and, as such, no mitigation would be required.

### **Mechanical Equipment**

Mechanical equipment typically generate noise levels of approximately 50 to 60 dBA at a distance of 50 feet. HVAC equipment is expected to be mounted on the rooftop of the new Raising Cane's building at a minimum distance of approximately 100 feet away from park visitors and 360 feet away from the nearest residences to the north. Typical noise levels from HVAC equipment at 100 feet are approximately 54 dBA, which is below the city's 55 dBA daytime noise standard. Since Rimpau Park is open from 8:00 a.m. to 10:00 p.m., the city's 50 dBA nighttime noise standard would not apply. HVAC noise levels at the nearest residences would be 43 dBA, which is below the city's 55 dBA daytime and 50 dBA nighttime noise standards. Therefore, the proposed project would result in a less than significant impact and no mitigation would be required.

### **Parking Lot Noise**

Parking lot activities like car door slamming, engine starting up, and car pass-bys are expected on the project site. The noise levels from these types of activities typically range from 60 to 63 dBA. Conversations in the parking lot typically range from 33 dBA at 50 feet for normal speech to 50 dBA at 50 feet for very loud speech. Parking lot noise on the project site would be consistent with the existing noise in the vicinity and would be partially masked by background noise from vehicular traffic in the area. Therefore, noise impacts from the project's parking lot would be less than significant and no mitigation would be required.

### **Off-Site Traffic Noise**

Implementation of the project would generate increased traffic volumes along the nearby roadways. According to the

project's traffic analysis prepared by Kimley Horn, the project would result in 271 daily trips more than what was generated by the Fresh & Easy market. The project's increase in traffic would result in noise increases on project area roadways. In general, a traffic noise increase of 3 dBA is barely perceptible to people, while a 5-dBA increase is readily noticeable. Generally, traffic volumes on project area roadways would have to double for the resulting traffic noise levels to increase by 3 dBA. The city's General Plan classifies Ontario Avenue as a major arterial (6-lane) with an average daily traffic capacity of 53,900 vehicles. Therefore, the proposed project would not generate enough traffic to result in a permanent 3-dBA increase in the ambient noise levels. This would be a less than significant impact and no mitigation would be required.

### Vibration

Per the Federal Transit Administration (FTA), vibration velocities from typical heavy construction equipment operations that would be used during project construction range from 0.0003 to 0.089 inches per second peak particle velocity (PPV) at 25 feet from the source of activity. The FTA establishes that a vibration level of up to 0.20 inches per second is considered safe and would not result in any construction vibration damage. The nearest residential land use to the north is approximately 180 feet from the project site. Since values at 25 feet from a vibration source are shown to be well below the FTA's 0.20 PPV threshold, it can be assumed that at a greater distance this vibration velocity would be even less. Therefore, vibration impacts from development of the project site would be less than significant and no mitigation would be required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>11. PUBLIC SERVICES:</b>				
a. Fire protection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Police protection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Schools	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Parks & recreation facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Other public facilities or services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### **Discussion:**

Development of the project site does not warrant the construction of new public service facilities such as police and fire stations, parks or other similar facilities. Therefore, the project will have no impact on public services.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>12. UTILITIES:</b>				
a. Exceed wastewater treatment requirements	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Involve construction/expansion of water or wastewater treatment facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Involve construction/expansion of storm drains	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Sufficient water supplies/compliance with Urban Water Management Plan.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Adequate wastewater treatment capacity	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Adequate landfill capacity	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Comply with solid waste regulations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### **Discussion:**

The installation of impermeable surfaces, such as buildings and pavement, generally increases the velocity and volume of surface runoff. As runoff flows over lawns, gardens, sidewalks, and streets, it carries off pollutants such as automobile oil and antifreeze, pesticides, pet waste, and litter into the storm drain system. The storm drain system collects water from the streets and transports it directly or indirectly to local water supplies and nearby waterways where it is typically not filtered

or treated. The project will be designed to include drainage management areas that will direct the flow of storm water into drywells designed with infiltration systems to capture additional runoff created by the proposed project. The project is required to adhere to storm drainage requirements found within the NPDES permit process as well as provisions required by the Public Works Department. Since the proposed project would be required to adhere to NPDES permit requirements and City of Corona storm water provisions, impacts associated with this issue are considered to be less than significant and no mitigation would be required.

Waste Management (WM) is contracted by the City of Corona as the sole hauler of solid waste and provider of recycling services. WM provides refuse collection to residential, commercial, and industrial customers. Based on the solid waste generation identified in Table 12-A, the proposed commercial project would generate approximately 0.03 tons/day of solid waste. Solid waste from the project would be transported to the El Sobrante landfill located at 10910 Dawson Canyon in Corona. The El Sobrante landfill accepts a maximum 16,054 tons of waste per day and has a remaining capacity of 145,530,000 tons and an estimated closure date of 2045 (<http://www.calrecycle.ca.gov/SWFacilities/Directory/33-AA-0217/Detail/>).

**TABLE 12-A  
Project Solid Waste Projections**

Proposed use	Square foot or dwelling unit	Solid Waste Generation Factor	Project Solid Waste Generated (tons/year)
Commercial	4,462 sf	0.0024 tons/sf/year <sup>1</sup>	10.70
<b>TOTAL (tons/year)</b>			<b>10.70</b>
<b>TOTAL (tons/day)</b>			<b>0.02</b>

1. Source: Table 4.5-5 Generation of Solid Waste at General Plan buildout within the City, City of Corona General Plan Final Environmental Impact Report, March 2004

Development of the proposed project would not significantly impact current operation of or the expected lifetime of the El Sobrante Landfill because solid waste generated by the proposed project represents substantially less than one percent of the landfill's maximum allowable daily capacity. Additionally, solid waste service fees would be charged to individual property owners when services is initiated to offset operation costs associated with solid waste collection and disposal. Therefore, the project is anticipated to create a less than significant impact to landfill capacity and no mitigation would be required.

### 13 AESTHETICS:

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Scenic vista or highway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Degrade visual character of site & surroundings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Light or glare	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Scenic resources (forest land, historic buildings within state scenic highway)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion:

Per Figure 4.4.2 of the City of Corona General Plan Technical Background Report, Ontario Avenue is considered a scenic highway from Oak Avenue to State Street, which provides views of the Santa Ana Mountains to the west and the low foothills of the San Bernardino Mountains to the east. The section of Ontario Avenue that fronts the project site is part of this scenic highway stretch. The proposed project is not so large in scale as to obstruct any scenic vistas. Furthermore, the Corona Municipal Code implements development and landscape standards for commercial projects in the C-3 zone to ensure the project is designed, constructed, and landscaped to be aesthetically pleasing and attractive to its surrounding areas and to ensure there is no degradation to this scenic corridor. Therefore, no mitigation is required.

The project site is not located adjacent to any sensitive land uses. The nearest sensitive land use is a residential neighborhood which is located approximately 170 feet north of the project site on the other side of Rimpau Park. As such, light or glare from the project is not expected to be an issue. Nevertheless, the project is required to comply with CMC 17.84.070 which requires all areas of exterior lighting to be designed to direct light downward with minimal spillover onto adjacent sensitive land uses. Therefore, no mitigation is required.

The project site is not located immediately adjacent to any forest lands. There are no historic buildings located in the vicinity of the project site. No State-designated scenic highway is located within the vicinity of the project site. Therefore, the project would not impact scenic resources and no mitigation is required.



14. CULTURAL RESOURCES:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Historical resource	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Archaeological resource	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Paleontological resource or unique geologic feature	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Disturb human remains	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion:**

The project is subject to tribal consultation under AB 52. The Community Development Department initiated the process by notifying five local Native American tribes of the proposed project through the city's Letter of Transmittal dated December 5, 2018. The Department received a request dated December 31, 2018 from Mr. Joseph Ontiveros, Tribal Historic Preservation Officer for the Soboba Band of Luiseno Indians requesting consultation on the project. Staff reached out to Mr. Ontiveros via email on January 8, 2019 followed by a second email sent on January 22, 2019; however, no response was received from Mr. Ontiveros. As such, staff ended the consultation process on January 25, 2019. However, in order to address inadvertent findings of cultural resources and/or human remains during project construction, the applicant is required to comply with the following condition which has been added to the conditions of approval for PPM2018-001:

If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission must be contacted within 24 hours. The Native American Heritage Commission must then immediately identify the "most likely descendant(s)" of receiving notification of the discovery. The most likely descendant(s) shall then make recommendations within 48 hours, and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98.

Compliance with the above condition of approval would reduce any potential impacted related to cultural resources to a less than significant impact. Therefore, no further mitigation is required.

15. AGRICULTURE RESOURCES:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Williamson Act contract	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conversion of farmland to nonagricultural use	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

The California Land Conservation Act of 1965, commonly referred to as the Williamson Act, enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments which are much lower than normal because they are based upon farming and open space uses as opposed to full market value. The purpose of the Act is to encourage property owners to continue to farm their land, and to prevent the premature conversion of farmland to urban uses. The project site is not located within a Williamson Act contract area. Therefore, no impact to Williamson Act lands will result from the proposed development and no mitigation is required.

The project site is not a designated farmland per the farmland maps compiled by the California Department of Conservation, Farmland Mapping and Monitoring Program (FMMP). For this reason, development of the project site would not result in the conversion of farmland to nonagricultural uses; therefore, there would be no impacts and no mitigation would be required.

**16. GREENHOUSE GAS:**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Generate greenhouse gases	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with a plan, policy or regulation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion:**

The City of Corona adopted the City of Corona Climate Action Plan (CAP) in 2012 which utilizes the *Greenhouse Gas Emissions CEQA Thresholds and Screening Tables* to determine whether or not a project would have a significant impact on greenhouse gas emissions. The screening tables are to provide guidance in measuring GHG reductions attributable to certain design and construction measures incorporated into development projects. Projects that garner at least 100 points will be consistent with the reduction quantities anticipated in the City's CAP and would thus be considered less than significant. Utilizing the screening tables would also allow the City to meet its GHG emissions target for year 2020.

Per the CAP, small projects that are expected to emit GHG emissions that are less than 3,000 MtCO<sub>2</sub>e (metric tons of CO<sub>2</sub>e equivalent) are not required to utilize the screening tables as they would be expected to have a less than significant individual and cumulative impact for GHG emissions. To demonstrate that the applicant's project is a "small project" a greenhouse gas analysis was prepared for the project by Kimley Horn (November 2018) analyzing the project's anticipated construction and operational emissions. As it pertains to construction emissions, the SCAQMD does not have specific thresholds for construction emissions; rather, SCAQMD recommends amortization of construction emissions over the life of the project which is defined as 30 years, and adding the amortized construction emissions to operational emissions to estimate the yearly emissions from the project. Based on the project's GHG study, the greenhouse gas emissions associated with the construction of the project is estimated to be approximately 135 MTCO<sub>2</sub>e. Amortized over 30 years, the project emissions would be approximately 5 MTCO<sub>2</sub>e per year. As it pertains to operational emissions, the project is anticipated to emit 7 MTCO<sub>2</sub>e annually from various direct and indirect sources including project generated vehicular traffic, on-site consumption of natural gas, operation of landscaping equipment, off-site use of electrical power and water, generation of solid waste, and refrigerators. Table 16-A shows that the combine amount of construction and operational GHG emissions that the project would generate annually is 12 MTCO<sub>2</sub>e. These emissions would not exceed the threshold of 3,000 MTCO<sub>2</sub>e per year for small land use projects and thus, the project was not required to use the screening tables which demonstrates the project's compliance with the CAP. Therefore, the project would result in a less than significant impact and no mitigation is warranted.

**Table 16-A  
Project Greenhouse Gas Emissions**

Emissions Source	Annually
Construction Emissions (135 MTCO <sub>2</sub> e Amortized Over 30 Years)	5
Operational Emissions (energy, mobile, waste, waste, and refrigeration)	7
<b>Total</b>	<b>12</b>
<i>SCAQMD Threshold</i>	<i>3,000</i>
<b>Threshold Exceeded?</b>	<b>No</b>

**17. TRIBAL CULTURAL RESOURCES**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code section 21074 that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

The project site is not listed on the California Register of Historical Resources or on the City's register of historic resources.

*See 14 above for additional discussions that apply to Tribal Cultural Resources.*

**18. MANDATORY FINDING OF SIGNIFICANCE:**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Fish/ wildlife population or habitat or important historical sites	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cumulatively considerable impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantial adverse effects on humans	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Short-term vs. long-term goals	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

The project site is located within an existing commercial center surrounded by development. Based on the site's existing improved condition, there are no riverines, vernal pools, ponded areas, depressions or areas where water pools on the site. There are also no streams or wetlands. Therefore, there is no evidence before the City that the project will have an adverse effect on fish or wildlife resources, cumulatively considerable impacts, or substantial adverse effects on humans, and no mitigation is required.

**19. PREVIOUS ENVIRONMENTAL ANALYSIS:**

Earlier analysis may be used when one or more of the environmental effects have been adequately analyzed in an earlier EIR or Negative Declaration (Section 15063).

**DOCUMENTS INCORPORATED BY REFERENCE:**

1. City of Corona General Plan, March 17, 2004
2. Air Quality Assessment for Raising Cane's Restaurant, Kimley Horn, November 2018
3. Acoustic Assessment for Raising Cane's Restaurant, Kimley Horn, November 2018
4. Phase 1 Environmental Site Assessment, Terracon Consultants, June 29, 2018
5. Drainage Study For Raising Cane's, John Pollock, P.E., October 31, 2018
6. Geotechnical Engineering Report, Terracon Consultants, July 6, 2018
7. Greenhouse Gas Emissions Assessment for Raising Cane's, Kimley Horn, November 2018
8. Trip Generation Comparison Memorandum for Raising Cane's, Kimley Horn, November 9, 2018
9. Queueing Analysis, prepared by Kimley Horn, April 5, 2019

# LOCATIONAL & ZONING MAP



Date: 02/19/2019

CZ2018-0002 & PPM2018-0011  
(RAISING CANE'S)















# DRIVE-THROUGH QUEUEING ANALYSIS

## Typical Weekday

	Laguna Hills Capacity: 7 to 9 vehicles		Orange Capacity: 7 to 9 vehicles		Riverside Capacity: 10 to 13 vehicles	
Time Period	Average Queue	Peak Queue	Average Queue	Peak Queue	Average Queue	Peak Queue
Lunch-Time	11	15	10	16	8	12
Dinner-Time	13	14	12	14	7	11

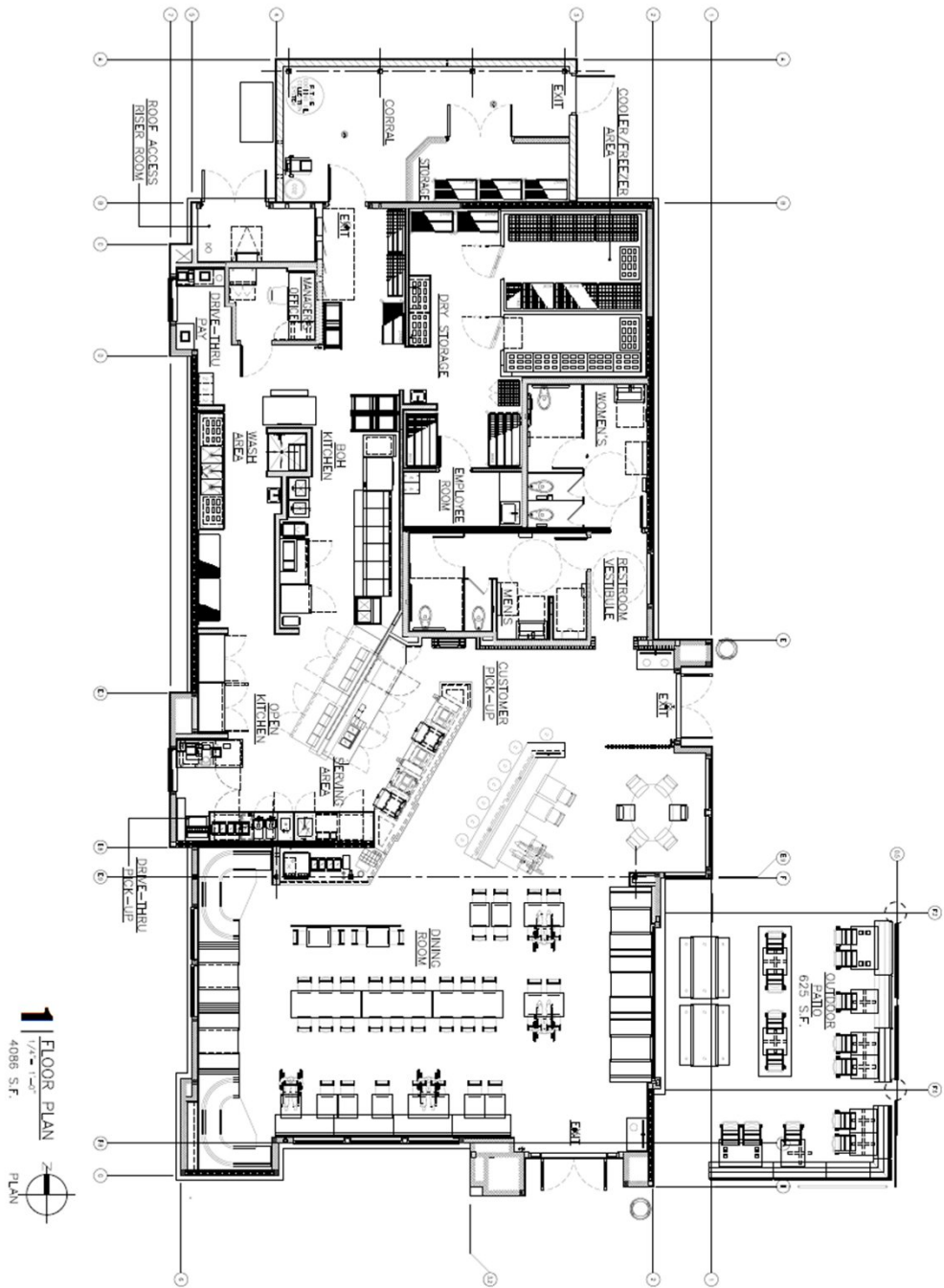
## Saturday

	Laguna Hills Capacity: 7 to 9 vehicles		Orange Capacity: 7 to 9 vehicles		Riverside Capacity: 10 to 13 vehicles	
Time Period	Average Queue	Peak Queue	Average Queue	Peak Queue	Average Queue	Peak Queue
Lunch-Time	9	10	10	13	10	12
Dinner-Time	10	13	15	17	8	11

# DRIVE-THROUGH QUEUEING ANALYSIS

## Corona Location Estimates

- Average Queue Length:
  - 9 vehicles during peak times
- Proposed Queuing Capacity:
  - 34 vehicles total
  - 28 vehicles from Menu Board
- Probability drive-through would exceed 34 vehicles:
  - 3.1 %



**1** FLOOR PLAN  
4086 S.F.  
PLAN

# FLOOR PLAN





**1** SOUTH ELEVATION  
1/4" = 1'-0"



**2** WEST ELEVATION  
1/4" = 1'-0"

M1	M2	M3	M4	M5	M6	M7	M8	M9	M10
RECLAIMED METAL PANEL CAR HOOD	GOLDEN ROMAN BRICK MEDIUM RANGE SMOOTH IRON SPOTS HORIZONTAL MORTAR TO MATCH LATONIST 6" HEMPI WEATHERED STRIKE JOINTS VERTICAL MORTAR TO MATCH TERRA COTTA JOINTS FLUSH WITH FACE	STUCCO FINISH TO MATCH DRIFT MONKEY TWIST 383	GC'S STEEL FABRICATOR'S RAW STEEL SANDBLASTED WELDED WELDS CLEAR COAT FLAT FINISH	132 MOUNTAIN FOG APPLIED OVER PORTLAND CEMENT STUCCO	GOLDEN ROMAN BRICK MEDIUM RANGE SMOOTH IRON SPOTS HORIZONTAL MORTAR TO MATCH LATONIST 6" HEMPI WEATHERED STRIKE JOINTS VERTICAL	496 OYSTER SHELL PLASTER OVER SUBBASE	KAWNEER - ALUMINUM STOREFRONT SYSTEM FINISH 448 BLACK ANODIZED AA-M10C21 A44 / A44BSC22-A4 ARCHITECTURAL CLASPS	PAINT STEEL PAINT LOW LUSTRE BLACK	METAL PANEL WITH KYNAIR FINISH PAINT MATTE BLACK



Restaurant Support Center  
6800 Bishop Road, New, NY 75024  
Tel: 972 709-3557 Fax: 972 709-3100

For: **Raising Cane's**  
1219 E. Ontario Ave.  
Corona, CA 92881  
Store #RC382  
Prototype 2 CA-HC  
ERD 4.0

Architect Information



Architectural  
Solutions Group

28 DECEMBER 2015  
LIFE 310  
BYPH, CA 92881  
Contact: Art Sweeney  
Phone: 972-709-3557  
Email: art@sweeneydesign.com  
Art Sweeney, Architect

Project/Update Phase: ERD 4.0  
Initial Setup Date: 1/28/15  
Project Manager: RLS

## Conceptual Design

#	Date	Description
01	03/15/2015	Development Plan Review
02	01/10/2015	PPM & C2 Submittal

Sheet Title:

## EXTERIOR ELEVATIONS

Project Number: RAC1702.0

Drawn By: BYNE

**A4.10**

# ELEVATIONS



**1** NORTH ELEVATION  
1/4" = 1'-0"



**2** EAST ELEVATION  
1/4" = 1'-0"

M1	M2	M3	M4	M5	M6	M7	M8	M9	M10
RECLAIMED METAL PANEL, CAR HOOD.	GOLDEN ROMAN BRICK MEDIUM RANGE, SMOOTH IRON SPOT, HORIZONTAL MORTAR TO MATCH LATORE'S HEMP WEATHERED STRIKE JOINTS, VERTICAL MORTAR TO MATCH TERRA COTTA JOINT'S FLUSH WITH FACE.	STUCCO FINISH - TO MATCH DRYVIT HONEY TWIST 363.	GC'S STEEL FABRICATOR'S RAW STEEL SANDBLASTED EXPOSED WELDS CLEAR COAT, FLAT FINISH.	1132 MOUNTAIN FOG APPLIED OVER PORTLAND CEMENT STUCCO.	GOLDEN ROMAN BRICK MEDIUM RANGE, SMOOTH IRON SPOT, FINISH: SHADOW-TEXT, MORTAR TO MATCH LATORE'S "HEMP" WEATHERED STRIKE JOINTS, VERTICAL.	496 OYSTER SHELL, PLASTER OVER SUBSTRATE.	KAWNEER - ALUMINUM STOREFRONT SYSTEM FINISH: 400 BLACK, AND 4002 AA-M10C21 AM / ANODIZED 2044 ARCHITECTURAL CLAUSS.	PAINTED STEEL PAINT: LOW LUSTRE BLACK.	METAL PANEL WITH PYNAR FINISH, PAINT MATTE BLACK.



Site: Raising Cane's  
1219 E. Ontario Ave.  
Corona, CA 92881  
Store #RC382  
Prototype 2 CA-HC  
ERD 4.0

Architect Information  
**PM**  
DESIGN  
Architectural  
Solution Group  
3600 Gateway Ave.  
Suite 200  
Irvine, CA 92614  
Contact: Jeff Sweeney  
jms@pmdesign.com  
415.755.1111

Prototype Update Phase: ERD 4.0  
Initial Setup Date: 1/18/2019  
Project Manager: R.G.

## Conceptual Design

#	Date	Description
01	03.15.2019	Development Plan Review
02	04.10.2019	PPM & CE Submittal

## EXTERIOR ELEVATIONS

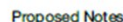
Project Number: RAC1702P.0  
Drawn By: BMM

Sheet Name:

**A4.20**

# ELEVATIONS





1. (P) long term bike parking per Civil
2. (P) patio area per Architect
3. (P) order board per Architect
4. (P) potential enhancement of parkway TBD in field
5. (P) grease trap per Civil
6. (P) headache bar per Architect
7. (P) pre-order board per Architect
8. (P) dog bowl and tie post per Architect
9. (P) trash enclosure per Architect
10. (P) bike rack per Architect
11. (P) trash bin per Architect

### Existing Notes

- A. (E) *Koeleria bipinnata*
- B. (E) *Rhus lancea*
- C. (E) *Lagerstroemia indica*
- D. (E) utility box
- E. (E) backflow
- F. (E) Median fan palm
- G. (E) Queen palm
- H. (E) groundcovers and shrubs to remain
- I. (E) monument sign

### Existing Tree Protection & Removal Notes
















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



### Abbreviations

- |        |   |                     |
|--------|---|---------------------|
| APPROX | - | approximate         |
| DG     | - | decomposed grade    |
| DI     | - | drain inlet         |
| (E)    | - | existing            |
| EQ.    | - | equal               |
| GPM.   | - | gallons per minute  |
| LA     | - | landscape architect |
| LF     | - | linear foot         |
| L.O.W. | - | limit of work       |
| MAX    | - | maximum             |
| MIN    | - | minimum             |
| O.C.   | - | on center           |
| (P)    | - | proposed            |
| PA     | - | planting area       |
| R      | - | radius              |
| SF     | - | square foot         |
| SIM.   | - | similar             |
| TBD    | - | to be determined    |
| TYP.   | - | typical             |
| W/     | - | with                |

### Plant List

Symbol	Botanical Name	Common Name	Size	Qty	Height	Width	WUOLS
	<b>Trees</b>						
	<i>Leptospermum indicus 'Catawba'</i>	Catawba Craple Myrtle	36" box	6	10 - 15 ft.	12 - 20 ft.	Med
	<i>Rhus amara</i>	African Sumac	24" box	14	20 - 30 ft.	> 35 ft.	Low
	<b>Shrubs</b>						
	<i>Rhamnus alaternus</i>	Italian Buckthorn	15 gal	22	12 - 16 ft.	6 - 8 ft.	Low
	<i>Raphanopis umbellata 'Minor'</i>	Dwarf Yewda Hawthorn	15 gal	81	3 - 5 ft.	36 in. - 4 ft.	Low
	<i>Rosa x 'Iceberg' Floribunda Rose</i>	Iceberg Rose	5 gal	17	30 in - 3 ft.	4 - 5 ft.	Med
	<b>Perennials</b>						
	<i>Diandra spicata strictum</i>	Small Cape Rush	5 gal	48	3 ft.	3 - 4 ft.	Low
	<i>Diandra caerulea 'Cassa Blue'</i>	Blue Flax Lily	5 gal	47	12 - 18 in	12 - 18 in	Low
	<b>Boccalents</b>						
	<i>Agave viviparialis</i>	Octopus Agave	5 gal	13	3 - 4 ft.	3 - 4 ft.	Low
	<i>Aloe Topaz</i>	Topaz Grass Aloe	1 gal	92	1 - 2 ft.	2 - 3 ft.	Low
	<i>Bulbine 'Futaba'</i>	Stained Bulbine	1 gal	71	1 - 2 ft.	2 ft.	Low
	<i>Echeveria 'Big Red'</i>	Big Red Han & Chicks	1 gal	12	1 to 2 ft.	1 to 2 ft.	Low
	<i>Hesperate parviflora Brazealights</i>	Red Yucca	1 gal	203	2 - 3 ft.	2 - 3 ft.	Very Low
	<b>Grasses</b>						
	<i>Muhlenbergia dubia</i>	Pine Muhly	1 gal	468	3 ft.	3 ft.	Low
	<b>Total</b>			1184			
	<b>Groundcovers</b>						
	<i>Senecio mandchuricus</i> @ 18" O.C. triangular spacing	Kuhnia	1 gal	1,994 SF	1 to 2 ft.	3 to 4 ft.	Low
	<i>Myoporum parvifolium</i> @ 6" O.C. triangular spacing	Creeeping Boobialla	1 gal	1,034 SF	< 1 ft.	6 to 8 ft.	Low
	(6) landscape to remain			463 SF			

### Tree Requirement Calculations per Predevelopment Findings

3. A 30' x 60' x 6' sign shall be placed on all corner planters including all vehicle lanes and major intersections of project area. They shall also be required at building entries and other public spaces, such as plazas, courtyards, or patio areas.
- # of corner planters = 7
  - # of public areas = 1
  - # of entries = 7
  - # trees required = 0
  - # of trees = 0
3. A MN of one 24" box tree shall be planted for every five hundred square feet of landscaping area in all other areas.
- SE of all other areas = APP-RD-8, 850
- # trees required = 18
  - # of trees = 9 (16 planting rows on corner planter)
4. Root plants and linear benches are required for all trees planted within a parkway or within 8-foot of any walking or drivable surface in accordance with the Landscape and Irrigation Standard Plans and Specifications.
5. Trees shall not be placed where they interfere with site drainage or overhead must be 7 footbital free from underground utilities. All trees shall be identified from the site plan.

Total # of trees measured on-site = 48

### Planting Notes

Important note: All plant materials shall be set out as shown on plan. Final locations shall be approved by the Landscape Architect prior to planting.

1. Prior to start of work, Contractor shall take representative soil samples from the project site. Soil shall be analyzed by an approved commercial soil testing laboratory for suitability for ornamental plantings. A copy of the results of the analysis shall be submitted to the Landscape Architect and Landscape Architect. Contractor shall follow the recommendations of the soil test as to the application of fertilizer & amendments to provide a suitable medium for plantings. The Contractor shall notify the Landscape Architect and Owner of any potential problems which may result due to harmful substances found in the soil. Failure to act as specified may result in the Contractor assuming financial responsibility for damage to plants.
2. Contractor shall clear and grade all planting areas, removing all weed growth and construction debris prior to installation of plant materials.
3. All plants are identified by typical symbols and quantities in each plan. The Contractor shall be responsible for providing the correct plant material for the convenience of the contractor. It shall be the responsibility of the contractor to confirm all plant quantities prior to bidding. In the event of discrepancies in plant count, quantities indicated by plant symbols shall prevail.
4. As noted above, all plant materials shall be set out as shown on plan by Contractor for approval by Landscape Architect. Landscape Architect shall inspect Contractor layout prior to actual plant installation. Landscape Architect shall be given 48 hours notice to inspect Contractor layout prior to planting.
5. Contractor shall provide and install 3" of mulch in all planted areas unless otherwise noted. Mulch to be Grand Guard Bark, 1/2 inch in class. Mulch shall be spread evenly. Contractor to provide Landscape Architect with samples of mulch for approval prior to installation.
6. All A/D (discomposed granite) shall be stabilized, 30% or more.
7. Linear Road Barriers shall be provided for all trees 5' or closer to paving and curbs.
8. All A/D trees to remain unless otherwise noted.



## Agenda Report

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File #: 19-0401

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### PLANNING AND HOUSING COMMISSION STAFF REPORT

DATE: 4/22/2019

TO: Honorable Chair and Commissioners

FROM: Community Development Department

#### APPLICATION REQUEST:

**PPM2018-0011 (CONTINUED):** Precise plan modification application to construct a 4,462 sq. ft. restaurant with drive-through services for Raising Cane's on 1.46 acres in the proposed C-3 (General Commercial) Zone located at 1215 E. Ontario Avenue (Applicant: Ruben Gonzalez, PM Design Group, 38 Executive Park, Suite 310, Irvine, CA 92614).

#### RECOMMENDED ACTION:

That the Planning and Housing Commission adopt the Negative Declaration and adopt Resolution No. 2529 **GRANTING** PPM2018-0011 based on the findings contained in the staff report and conditions of approval.

#### PROJECT SITE SUMMARY

**Area of Property:** 1.46 acres

**Existing Zoning:** C-2 (Restricted Commercial)

**Proposed Zoning:** C-3 (General Commercial)

**Existing General Plan:** GC (General Commercial)

**Existing Land Use:** Vacant commercial building (formerly occupied by Fresh & Easy)

**Proposed Land Use:** Drive-through restaurant for Raising Cane's

**Surrounding Zoning/Land Uses:**

**N:** Park (Rimpau Park)/Public park

**E:** C-3/Del Taco drive-through restaurant

**S:** Commercial designation of the Corona Vista Specific Plan/Commercial center

**W:** Park (Rimpau Park)/Public park

#### BACKGROUND

The 1.46-acre property is part of a larger 2.17-acre commercial center that was originally constructed in 2008 (Exhibit 1). The overall center was reviewed and entitled under Precise Plan 07-003. Under the original entitlement, the western portion of the center which is where the current project is proposed was developed with a 13,969 square foot Fresh & Easy market while the eastern portion

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was undeveloped. In 2013, the eastern portion underwent a change of zone from C-2 to C-3 (General Commercial) to allow for the development of a 2,200 square foot Del Taco drive-through restaurant. The change of zone was necessary because the C-2 zone does not permit drive-through establishments while the C-3 zone does allow for drive-through establishments by right. The western portion of the center (Fresh & Easy) remained under the C-2 zone. In 2015, Fresh & Easy vacated the site and its building has remained unoccupied ever since.

The current proposal is for a Raising Cane's restaurant which will replace the building formerly occupied by Fresh & Easy. The project would require the demolition of the existing building and the pad would be reconstructed with a smaller 4,462 square foot building that will include an outdoor dining patio and drive-through service lane. Site improvements will also include a new parking lot and new landscaping throughout the site. Since the applicant is proposing to make substantive changes to the original entitled precise plan, the changes require approval by the Planning and Housing Commission.

The project also requires a change of zone as the site's current C-2 (Restricted Commercial) zone does not allow for drive-through establishments. As such, the applicant is requesting to change the zoning of the site to C-3 (General Commercial) which would allow the restaurant to have drive-through services. The change of zone is being reviewed as CZ2018-0002. The applicant is requesting concurrent approvals for the change of zone and precise plan modification.

The Infrastructure Committee at its meeting on January 3, 2018, discussed the land use change. The Committee expressed no objection to having an additional restaurant with drive-through services on the site but inquired about potential noise from the drive-through lane being located on the north side of the building and the proximity to the residents located north of the park site. Noise was addressed in the Negative Declaration and the noise analysis prepared for the project determined operational noise from the restaurant would be within the city's acceptable thresholds for sound during day time and evening hours.

The project was initially reviewed by city staff at the Development Plan Review meeting on September 20, 2018. The applicant submitted official applications for the change of zone and precise plan modification to the city on November 20, 2018, which were reviewed by the Project and Environmental Review Committee on December 13, 2018 and determined to be incomplete. The applicant over time submitted the required application materials to staff with the applications finally considered complete on January 25, 2019, and cleared for public hearing before the Planning and Housing Commission on February 25, 2019.

### **February 25, 2019 Public Hearing**

The project was initially reviewed by the Planning and Housing Commission at a public hearing on February 25, 2019. The Commission continued the public hearing on the applications to March 11 to allow the applicant time to address concerns raised at the meeting related to the project's on-site circulation. The applications were further continued to April 8 and then to April 22 to allow the applicant additional time to address the concerns.

Since the original public hearing, the applicant has made revisions to the site plan to address the on-site circulation concerns as shown in Exhibit A1. The revisions include a new location for the drive-through entrance, longer dual drive-through lanes that allow for more stacking of vehicles (34 total), a

new right-out only driveway at the southwest corner of the site, and a new by-pass lane that extends around the building. The changes to the site plan are discussed in detail under the section **Access and Circulation**. As a result of the proposed changes, the overall number of parking spaces that will be provided on-site for both restaurants was reduced from 80 spaces originally to 75. Both restaurants require a total of 74 spaces; therefore, the project is still capable of meeting the parking requirement for both buildings. Also, the applicant relocated the patio from the south side of the building where it was originally proposed to the east side which resulted in increased building setbacks from the north, west, and south property lines.

### **Queueing Analysis**

A queueing analysis was conducted by Kimley Horn (April 5, 2019) to evaluate the adequacy of the project's dual drive-through lane queueing capacity. The analysis collected data from three different Raising Cane's restaurant located in the cities of Laguna Hills, Orange, and Riverside. None of the sites have dual drive-through lanes, but they were selected for the analysis because they have similar site characteristics as the project site which are the following:

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

The analysis observed the number of vehicles in the drive-through lane every 15 minutes within the lunch and dinner peak periods at each site on a typical weekday and Saturday. The following are the peak lunch and dinner periods for each site:

- Laguna Hills Site:
  - 11:00 AM to 2:00 PM (lunch-time)
  - 4:00 PM to 7:00 PM (dinner-time)
- Orange Site:
  - 12:00 PM to 2:30 PM (lunch-time)
  - 7:00 PM to 9:30 PM (dinner-time)
- Riverside Site:
  - 11:00 AM to 2:00 PM (lunch-time)
  - 4:00 PM to 7:00 PM (dinner-time)

Tables 1 and 2 below summarize the average and peak number of vehicles in the drive-through lane at each site. The *Average Queue* number represents the average number of vehicles that were observed in the drive-through lane within each 15-minute interval during the lunch-time and dinner-time periods. The *Peak Queue* number represents the most number of vehicles that were observed in the drive-through lane within each 15-minute interval during the lunch-time and dinner-time periods.

**Table 1**  
**Summary of Queueing Analysis - Typical Weekday**

Time Period	Laguna Hills		Orange		Riverside	
	Average Queue	Peak Queue	Average Queue	Peak Queue	Average Queue	Peak Queue
Lunch-Time	11	15	10	16	8	12
Dinner-Time	13	14	12	14	7	11

**Table 2**  
**Summary of Queueing Analysis - Saturday**

Time Period	Laguna Hills		Orange		Riverside	
	Average Queue	Peak Queue	Average Queue	Peak Queue	Average Queue	Peak Queue
Lunch-Time	9	10	10	13	10	12
Dinner-Time	10	13	15	17	8	11

The drive-through queueing capacity for the Laguna Hills and Orange sites is 7 to 9 vehicles. The drive-through queueing capacity for the Riverside site is 10 to 13 vehicles. As shown by the data collected in Tables 1 and 2, the average number of vehicles that utilize the Laguna Hills drive-through slightly exceeds the site's drive-through queueing capacity (7 to 9 vehicles). The average number of vehicles utilizing the Orange drive-through also slightly exceeds the site's drive-through queueing capacity (7 to 9 vehicles). As for the Riverside site, the average number of vehicles utilizing the site's drive-through does not exceed the site's drive-through queueing capacity (10 to 13 vehicles).

The analysis noted the following general observations at the sites:

- Spillovers outside the drive-through lanes occurred occasionally and lasted briefly.
- On occasion, the spillover was due to a delay at the order board rather than a lack of capacity in the drive-through lane. The delay was typically due to a large order or indecisiveness on the part of the customer. Once a customer finished ordering at the menu and pulled forward, the remaining cars in the queue would move through the drive-through lane at a normal pace.
- Some customers were observed evaluating the wait time and queue lines and chose to park and go into the building.

Raising Cane's typical service time in the drive-through lane is 2.5 minutes from the menu board to the pick-up window, with a vehicle being processed through the order board, pay window, and pick-up window every 35 to 40 seconds during the peak periods. Based on this information and queueing formulas taken from the Institute of Transportation Engineers (ITE) Transportation Planning Handbook, 3<sup>rd</sup> Edition, the analysis indicates that the average number of vehicles in the drive-through queue for the Raising Cane's in Corona is estimated to be 9 vehicles during the peak times. The current site plan proposes a queueing capacity for 34 total vehicles. The probability of exceeding 34 vehicles is estimated to be unlikely at 3.1 percent. The ITE queueing analysis is based on a single-lane drive-through for a more conservative approach. The dual-lane design for the Raising Cane's in Corona will allow orders to be processed more efficiently and lower the number of vehicles in the queue.

## **PROJECT DESCRIPTION**

### **Site Plan**

As shown in Exhibit A1, the commercial center is comprised of two parcels. The western parcel is where the Raising Cane's restaurant is proposed. The restaurant has a floor area of 4,462 square feet with a 764 square foot outdoor dining area that is comprised of a covered and uncovered area. The covered portion is a 625 square foot patio attached to the east side of the building while the uncovered portion is located on a concrete pad south of the covered patio. The main entrance into the restaurant is located on the east side of the building. The dual drive-through lanes are located along the east, north, and west sides of the building. A trash enclosure is located at the northeast corner of the building. To the east of the project site is the existing Del Taco drive-through restaurant. No changes are proposed to the Del Taco restaurant or parking areas that are located to the north and south of the Del Taco pad.

The plotting of the new restaurant complies with the building setback requirements prescribed by the C-3 zone, which requires a minimum front yard setback of 10 feet and no setback requirements from interior lot lines. As proposed, the building is set back approximately 80 feet from the front property line adjacent to Ontario Avenue. It is also set back approximately 75 feet from the north (rear) property line and 30 feet from the west (side) property line. It is worth noting, the project site is approximately 170 feet from the closest residents located north of Rimpau Park. Additionally, the north property line of the project site contains a seven-foot high block wall.

### **Floor Plan**

The restaurant's floor plan is shown in Exhibit C. The restaurant features indoor and outdoor dining areas. The indoor dining area has a seating capacity for 95 seats. The outdoor dining area has a seating capacity for 56 seats. The customer entrance is located on the east and south sides of the building. A service entrance is located on the north side of the building for employees, deliveries, and shipments.

### **Operating Hours**

The restaurant's operating hours for walk-in and drive-through service will be from 9:00 a.m. to 1:00 a.m. Sunday through Thursday, and 9:00 a.m. to 3:00 a.m. Friday and Saturday.

### **Architecture**

The new building is a single-story structure with contemporary architecture that features a combination of stucco and plaster walls with brick and standing seam metal awnings. The roofline incorporates tower elements and parapet walls that alternate in height to help delineate and enhance entrances and screen rooftop mechanical equipment from view at ground level. The primary colors of the building are brick red and brown with white and black accent colors. The height of the building is 23.5 feet which is below the 30-foot height limit established by the C-3 zone. The overall look of the building is compatible with the Del Taco restaurant which has a similar contemporary design that features stucco walls with stone and tile accent materials and dark trim along the edges of the rooftop and around the windows and doors. The applicant's elevation plans are shown in Exhibits D1, D2,

E1 and E2.

### **Access and Circulation**

Access into the project site is currently taken from an existing shared 35-foot wide driveway located on Ontario Avenue. Due to a raised median that exists on Ontario Avenue, the center's driveway is limited to right-in and right-out only turn movements. Ontario Avenue has an eastbound left-turn pocket in front of the project site that allows for vehicles to turn left into the center from the eastbound lanes.

The section of Ontario Avenue adjacent to the project site is fully improved with curb, gutter, parkway, and sidewalk and has an overall right-of-way width of 106 feet. Therefore, no additional improvements or street widening is required with this project.

The on-site circulation consists of a 30-foot wide main drive aisle located between the two pads and 25-foot wide drive aisles that provide access to parking spaces within the center. Entrance into the Raising Cane's drive-through lane is located at the southeasterly corner of the building. The entrance begins as a single lane that divides into dual lanes that merge again into a single lane after the menu boards. The lane ends at the southwest corner of the site where vehicles can exit the site from the new driveway proposed at the southwest corner of the site. The driveway will allow for right-out only. The drive-through lanes provide a total queue length of approximately 680 feet and has a queuing capacity for a total of 34 vehicles from the entrance to the drive-through lane to the pick-up window. From behind the menu boards, the queuing capacity is 28 vehicles. The design exceeds the Corona Municipal Code's minimum stacking space requirement of six vehicles for drive-through lanes.

The site plan proposes a one-way by-pass lane that begins at the northern end of the site and follows the Raising Cane's drive-through layout ending at the southwest corner of the site. In the unlikely event that the drive-through lanes are full, the by-pass lane will allow customers to circumvent the site and prevent additional queue from stacking southerly towards Ontario Avenue where vehicles can also potentially conflict with Del Taco's queueing area. To prevent vehicles from "jumping" the queue at the northern end of the site, flexible removal delineators will be installed between the drive-through lane and by-pass lane.

To improve the flow of on-site traffic and efficiency of the drive-through lanes, the restaurant intends to utilize off-duty police officers throughout the lot to assist customers in navigating the new site. This includes directing customers to utilize the new by-pass lane.

The restaurant does not have any plans to implement the use of electronic devices (iPad) at this time as the applicant feels that it does not align with Raising Cane's restaurant operations nor would it increase efficiency due to the fact that the restaurant will have cameras at various locations around the building to allow staff to know the exact number of customers entering, queuing, and exiting the drive-through lanes as well as the building. In addition, employees do not start making the food until the customer has entered the queue or building, so having an iPad for the purpose of allowing for advanced ordering would not be applicable. Also, the restaurant's menu has a limited number of items that customers can order from which allows the employees to predict what customers will order; therefore, having an iPad to allow for advanced ordering would not be beneficial or necessary to the operations.



## **Parking**

Per Section 17.76.030 of the Corona Municipal Code, restaurants are required to provide parking at a ratio of one parking space for every 100 square feet of building area (1:100). Based on the combined uses of the center, a total of 74 parking spaces are required. The center is providing 75 parking spaces which will be shared between the tenants. Table A depicts the parking requirements for the center.

**Table A  
Parking Summary**

<b>Use</b>	<b>Square Footage</b>	<b>Parking Ratio</b>	<b>Parking Required</b>	<b>Parking Provided</b>
Raising Cane's	4,462 sq. ft. plus 764 sq. ft. (patio)	1:100	52	---
Del Taco	2,220 sq. ft.	1:100	22	---
<b>Total Required and Provided</b>			<b>74</b>	<b>75</b>

## **Easements**

The parcels have reciprocal ingress, egress, and parking rights over all common areas which include the center's driveway, drive aisles, and parking spaces. The shared use of the common areas is established through an express grant of easement under the center's CCRs.

The property has an existing 20-foot wide public utility easement located in the middle of the site that extends in a northerly and southerly direction. The easement is dedicated to the City and will remain on the property.

## **Landscaping**

The applicant is proposing a building that has been reduced in size from the original existing building and, therefore, will be increasing the amount of landscaping around the building pad. As shown in Exhibits F1 and F2, the applicant's landscape plan illustrates landscaping around the building, parking lot, and along the north and west perimeters of the pad. The plant palette features a variety of drought tolerant materials including two types of trees, flowering shrubs and green hedges, perennials, succulents, groundcover, and ornamental grasses. The main entrance on Ontario Avenue and the restaurant's drive-through entry and exit points will be enhanced with 36-inch box flowering trees. The parking lot will be installed with 24-inch box evergreen shade trees.

In order for the center to have a cohesive appearance, the applicant is also proposing to replace the existing hedge along the center's entire frontage adjacent to Ontario Avenue with new plant materials to match the landscaping proposed for the Raising Cane's pad. Based on the plant legend on the landscape plan, the plant materials that are proposed along the site's frontage will reach a height of three feet at full maturity which is necessary in order to provide adequate headlight buffering for the parking spaces that are perpendicular to Ontario Avenue. The existing trees along the frontage will be protected in place. No changes are proposed to the Del Taco pad which is on its own separate parcel.

In addition to the on-site upgrades, the existing landscaping within the parkway in the public right-of-way on Ontario Avenue will be replaced with vibrant red yucca succulents and green groundcover to match the landscaping proposed on site. The existing street trees within the parkway will be protected in place. The new landscaping will enhance and update with the center's overall appearance. Prior to issuance of building permits for this project, the applicant's landscape plans will be reviewed by the Community Development Department for compliance with the Corona Municipal Code and the landscape design guidelines for commercial properties.

### **Fences And Walls**

The applicant will construct a new six-foot high block wall along the west perimeter of the site to separate the drive-through lane from the park site to the west. The block wall is required to be constructed of decorative block to match the walls on site. The standard requirement for anti-graffiti coating is secured in the conditions of approval.

An existing seven-foot high perimeter block wall is located along the commercial center's north property line which separates the commercial center from the adjacent park site to the north and the residences beyond. The block wall was originally constructed as a sound wall for the Fresh & Easy loading dock which was oriented towards the park site and residences which are located approximately 170 feet north of the commercial center. The block wall will remain to attenuate noise from the drive-through activities located at the north perimeter of the site. Based on the noise study (Kimley Horn, November 2018) that was conducted for the project, sound attenuation over distance and from the wall would reduce drive-through activity noise levels at the nearest residences to 37 decibels (dBA). This is below the city's exterior noise standards for residential land uses, which is 50 dBA from 10:00 p.m. to 7:00 a.m., and 55 dBA from 7:00 a.m. to 10:00 p.m. As such, the noise study did not require additional noise mitigation. Additional discussions regarding noise is included in the Negative Declaration attached as Exhibit H.

### **Signage**

Exterior wall signs are conceptual shown on the south, west, and east elevations of the building (Exhibits E1 and E2). Wall signs are required to comply with the sign standards under Chapter 17.74 of the Corona Municipal Code in terms of allowable square footage, height, and location and will be reviewed under a separate permit by the Community Development Department prior to installation.

No monument sign is proposed for Raising Cane's as the center already has an existing 13-foot high pylon sign located on Ontario Avenue which has two tenant panels - one for each tenant within the center.

### **ENVIRONMENTAL ANALYSIS**

Per Section 15070 of the State Guidelines for Implementing the California Environmental Quality Act (CEQA) and Section 6.01 of the City's Local Guidelines, a Negative Declaration was prepared for the project because the Initial Study showed that there is no substantial evidence, in light of the whole record before the City, that the project may have a significant or potentially significant adverse effect on the environment. Therefore, a Negative Declaration is recommended for adoption (Exhibit H).

## **FISCAL IMPACT**

The applicant paid \$11,001.75 in application processing fees for the precise plan modification.

## **PUBLIC NOTICE AND COMMENTS**

A 20-day public notice was mailed to all property owners within a 500-foot radius of the project site, as well as advertised in the *Sentinel Weekly News* and posted at the project site. As of the preparation of this report, the Community Development Department has not received any response from the public regarding the proposal.

## **STAFF ANALYSIS**

The proposed project will result in the development of a 4,462 square foot drive-through restaurant on a property that has been vacant and underutilized since 2015. The proposed use is permitted in the C-3 zone which is being established on the site through a change of zone. As demonstrated by the applicant's plans, the project is capable of complying with the development standard of the C-3 zone in terms of setbacks, parking, landscaping, and building height restriction. The architecture and color scheme proposed for the building are compatible with the existing Del Taco restaurant located within the same commercial center. The applicant will be replacing the existing landscaping on western pad and along the center's entire frontage adjacent to Ontario Avenue with a new plant palette to update and enhance the center. Potential noise impacts from the drive-through activities have been analyzed and no mitigation measures were warranted.

Development of the proposed project would fulfill several General Plan policies including Policies 1.1.1, 1.1.2, 1.1.3 and 1.11.1 which all encourage and emphasize having a community that contains a diversity of land uses that supports the needs of Corona's residents and help maintain Corona as a self-sustaining city. The project also fulfills General Plan Policy 1.4.4 which encourages the adaptive re-use of economically underutilized commercial sites that are within existing urbanized areas. Therefore, PPM2018-0011 is recommended for approval based on the following findings.

## **FINDINGS OF APPROVAL FOR PPM2018-0011**

1. An initial study (environmental assessment) has been conducted by the City of Corona so as to evaluate the potential for adverse environmental impacts. The environmental assessment shows that there is no substantial evidence that the project may have a significant or potentially significant adverse effect on the environment.
2. All the conditions necessary to granting a Precise Plan as set forth in Section 17.91.070 of the Corona Municipal Code do exist in reference to PPM2018-0011 for the following reasons:
  - a. *The proposal is consistent with the General Commercial land use designation of the General Plan because this land use is intended for a broad range of commercial uses, including drive-through restaurants.*
  - b. *The proposal complies with the C-3 zone because the proposal is a drive-through restaurant which is permitted under the C-3 zone. The C-3 zone will be established on the 1.46 acres within the commercial center where the restaurant is proposed through a change of zone under CZ2018-0002.*

- c. *The proposal has been reviewed in compliance with the California Environmental Quality Act and all applicable requirements and procedures of the act have been followed. As justified in Finding # 1, a Negative Declaration is recommended for adoption as the Initial Study has shown that there is no substantial evidence that the project may have a significant or potentially adverse effect on the environment.*
- d. *The site is of a sufficient size and configuration to accommodate the design and scale of proposed development, including buildings and elevations, landscaping, parking and other physical features of the proposal, as demonstrated in Exhibit A of this report.*
- e. *The design, scale and layout of the proposed development will not unreasonably interfere with the use and enjoyment of neighboring existing or future developments, will not create traffic or pedestrian hazards, and will not otherwise have a negative impact on the aesthetics, health, safety or welfare of neighboring uses because the proposal complies with the City's development standards for the C-3 zone and other applicable development standards governed by the Corona Municipal Code.*
- f. *The architectural design of the proposed development is compatible with the character of the surrounding neighborhood, will enhance the visual character of the neighborhood by improving an underutilized infill property, and will provide for harmonious, orderly and attractive development of the site.*
- g. *The design of the proposed development will provide a desirable environment for its occupants and visiting public as well as its neighbors through good aesthetic use of materials, texture, and color that is aesthetically appealing and will retain a reasonably adequate level of maintenance. As shown by the applicant's plans, the architecture of the building features construction materials that are commonly used in commercial buildings and are quality in nature. The color scheme is visually appealing and the new landscaping will update and enhance the overall look of the commercial center.*
- h. *The proposed development is compatible with and enhances the design of existing commercial center and other physical features of the site. The proposed drive-through restaurant is compatible with the adjacent Del Taco drive-through restaurant and with the commercial uses to the south beyond Ontario Avenue. Also, the applicant is proposing a building that has been reduced in size from the original building and the amount of landscaping is being increased around the building pad which will improve the site overall.*

3. The proposal is consistent with the General Plan for the following reasons:

- a. *PPM2018-0011 conforms to General Plan Policies 1.1.1, 1.1.2, 1.1.3 and 1.11.1 which all encourage and emphasize having a community that contains a diversity of land uses that supports the needs of Corona's residents and help maintain Corona as a self-sustaining city, because the C-3 zone provides more flexibility on the types of commercial land uses allowed on the property.*

- b. *PPM2018-0011 fulfills General Plan Policy 1.4.4 which encourages the adaptive re-use* 62



*of economically underutilized commercial sites that are within existing urbanized areas because the C-3 zone will allow the site to be redeveloped with commercial land uses based on market demand.*

4. The proposal is consistent with the C-3 (General Commercial) Zone for the following reason:
  - a. *The project is consistent with the C-3 zone because the proposed drive-through restaurant is a permitted use in the C-3 zone. The project is also capable of complying with the development standards of the C-3 zone in terms of building setbacks, building height, parking, and landscaping.*

**PREPARED BY:** SANDRA YANG, SENIOR PLANNER

**SUBMITTED BY:** JOANNE COLETTA, COMMUNITY DEVELOPMENT DIRECTOR

#### EXHIBITS

1. Resolution No. 2529
2. Locational and Zoning Map
3. Exhibit A1 - Revised Site Plan (April 2019).
4. Exhibit A2 - Initial Site Plan (February 2019).
5. Exhibit B - Conditions of Approval.
6. Exhibit C - Floor Plan.
7. Exhibits D1 & D2 - Detailed Elevation Plans.
8. Exhibits E1 & E2 - Colored Elevation Plans.
9. Exhibit F1 & F2 - Landscape Plan.
10. Exhibit G - Applicant's letter dated April 5, 2019 addressing the scope of the project.
11. Exhibit H - Environmental Documentation.
12. Exhibit I - Drive-through Queueing Analysis dated April 5, 2019.

Case Planner: Sandra Yang (951) 736-2262



**RESOLUTION NO. 2529**

**APPLICATION NUMBER: PPM2018-0011**

**A RESOLUTION OF THE PLANNING AND HOUSING COMMISSION OF THE CITY OF CORONA, CALIFORNIA, GRANTING A PRECISE PLAN MODIFICATION TO CONSTRUCT A 4,462 SQ. FT. RESTAURANT WITH DRIVE-THROUGH SERVICES FOR RAISING CANE'S ON 1.46 ACRES IN THE PROPOSED C-3 (GENERAL COMMERCIAL) ZONE LOCATED AT 1215 E. ONTARIO AVENUE (APPLICANT: RUBEN GONZALEZ, PM DESIGN GROUP).**

**WHEREAS**, the application to the City of Corona, California, for a Precise Plan Modification (PPM2018-0011) under the provisions of Chapter 17.91 in the Corona Municipal Code, has been duly submitted to said City's Planning and Housing Commission for the review of a 4,462 sq. ft. restaurant with drive-through services on 1.46 acres located at 1215 E. Ontario Avenue.

**WHEREAS**, the Planning and Housing Commission held a continued public hearing for PPM2018-0011 on April 22, 2019, as required by law; and

**WHEREAS**, at the conclusion of the hearing the Planning and Housing Commission approved a Negative Declaration (ND) which was prepared pursuant to California Environmental Quality Act (Public Resources Code Section 21000 et seq.) ("CEQA"), the State CEQA Guidelines and the City of Corona Local CEQA Guidelines and which included an analysis of the environmental impacts of this Precise Plan Modification (PPM). The ND indicated that all potential environmental impacts from PPM2018-0011 either had no impacts or impacts that are less than significant.

**WHEREAS**, after close of said hearing, the Commission by formal action, found that all the conditions necessary to granting a Precise Plan Modification as set forth in Corona Municipal Code Section 17.91.070 do exist in reference to PPM2018-0011 based on the evidence presented to the Commission during said hearing; and

**WHEREAS**, the Planning Commission based its recommendation to approve the Precise Plan Modification on certain conditions of approval, the findings set forth below and

adoption of the ND.

**NOW THEREFORE, THE PLANNING AND HOUSING COMMISSION OF  
THE CITY OF CORONA, CALIFORNIA, DOES ORDAIN AS FOLLOWS:**

**SECTION 1. CEQA Findings.** As the decision-making body for this Precise Plan Modification, the Planning and Housing Commission has reviewed and considered the information contained in the ND, the initial study and the administrative records for this Precise Plan Modification, including all written and oral evidence provided during the comment period. Based upon the facts and information contained in the ND, the initial study and the administrative record, including all written and oral evidence presented to the Planning and Housing Commission, the Commission finds that potential environmental impacts of this Precise Plan Modification are either no impact or less-than-significant.

**SECTION 2. Precise Plan Modification Findings.** Pursuant to Corona Municipal Code (“CMC”) section 17.91.070 and based on the entire record before the Planning and Housing Commission, including all written and oral evidence presented to the Commission, the Commission hereby makes and adopts the following findings:

1. An initial study (environmental assessment) has been conducted by the City of Corona so as to evaluate the potential for adverse environmental impacts. The environmental assessment shows that there is no substantial evidence that the project may have a significant or potentially significant adverse effect on the environment.
2. All the conditions necessary to granting a Precise Plan as set forth in Section 17.91.070 of the Corona Municipal Code do exist in reference to PPM2018-0011 for the following reasons:
  - a. *The proposal is consistent with the General Commercial land use designation of the General Plan because this land use is intended for a broad range of commercial uses, including drive-through restaurants.*
  - b. *The proposal complies with the C-3 zone because the proposal is a drive-through restaurant which is permitted under the C-3 zone. The C-3 zone will be established on the 1.46 acres within the commercial center where the restaurant is proposed through a change of zone under CZ2018-0002.*
  - c. *The proposal has been reviewed in compliance with the California Environmental Quality Act and all applicable requirements and procedures of the act have been followed. As justified in Finding # 1, a Negative Declaration is recommended for*

*adoption as the Initial Study has shown that there is no substantial evidence that the project may have a significant or potentially adverse effect on the environment.*

- d. The site is of a sufficient size and configuration to accommodate the design and scale of proposed development, including buildings and elevations, landscaping, parking and other physical features of the proposal, as demonstrated in Exhibit A of this report.*
  - e. The design, scale and layout of the proposed development will not unreasonably interfere with the use and enjoyment of neighboring existing or future developments, will not create traffic or pedestrian hazards, and will not otherwise have a negative impact on the aesthetics, health, safety or welfare of neighboring uses because the proposal complies with the City's development standards for the C-3 zone and other applicable development standards governed by the Corona Municipal Code.*
  - f. The architectural design of the proposed development is compatible with the character of the surrounding neighborhood, will enhance the visual character of the neighborhood by improving an underutilized infill property, and will provide for harmonious, orderly and attractive development of the site.*
  - g. The design of the proposed development will provide a desirable environment for its occupants and visiting public as well as its neighbors through good aesthetic use of materials, texture, and color that is aesthetically appealing and will retain a reasonably adequate level of maintenance. As shown by the applicant's plans, the architecture of the building features construction materials that are commonly used in commercial buildings and are quality in nature. The color scheme is visually appealing and the new landscaping will update and enhance the overall look of the commercial center.*
  - h. The proposed development is compatible with and enhances the design of existing commercial center and other physical features of the site. The proposed drive-through restaurant is compatible with the adjacent Del Taco drive-through restaurant and with the commercial uses to the south beyond Ontario Avenue. Also, the applicant is proposing a building that has been reduced in size from the original building and the amount of landscaping is being increased around the building pad which will improve the site overall.*
3. The proposal is consistent with the General Plan for the following reasons:
- a. PPM2018-0011 conforms to General Plan Policies 1.1.1, 1.1.2, 1.1.3 and 1.11.1 which all encourage and emphasize having a community that contains a diversity of*



*land uses that supports the needs of Corona's residents and help maintain Corona as a self-sustaining city, because the C-3 zone provides more flexibility on the types of commercial land uses allowed on the property.*

- b. PPM2018-0011 fulfills General Plan Policy 1.4.4 which encourages the adaptive re-use of economically underutilized commercial sites that are within existing urbanized areas because the C-3 zone will allow the site to be redeveloped with commercial land uses based on market demand.*
4. The proposal is consistent with the C-3 (General Commercial) Zone for the following reason:
- a. The project is consistent with the C-3 zone because the proposed drive-through restaurant is a permitted use in the C-3 zone. The project is also capable of complying with the development standards of the C-3 zone in terms of building setbacks, building height, parking, and landscaping.*

**BE IT FURTHER RESOLVED** that a copy of this resolution be delivered to the City Clerk of said City and a copy thereof be sent to the applicant therefore at the address of said applicant as set forth in the application for said precise plan modification.

Adopted this 22<sup>nd</sup> day of April, 2019.

---

Karen Alexander, Chair  
Planning and Housing Commission  
City of Corona, California

**ATTEST:**

---

Jennifer Killman  
Administrative Assistant, Planning and Housing Commission  
City of Corona, California

I, Jennifer Killman, Administrative Assistant to the Planning and Housing Commission of the City of Corona, California, do hereby certify that the foregoing resolution was regularly introduced and adopted in an adjourned regular session of said Planning and Housing Commission duly called and held on the 22<sup>nd</sup> day of April 2019, and was duly passed and adopted by the following vote, to wit:

**AYES:**

**NOES:**

**ABSENT:**

**ABSTAINED:**

---

Jennifer Killman  
Administrative Assistant, Planning and Housing Commission  
City of Corona, California



# LOCATIONAL & ZONING MAP



Date: 02/19/2019

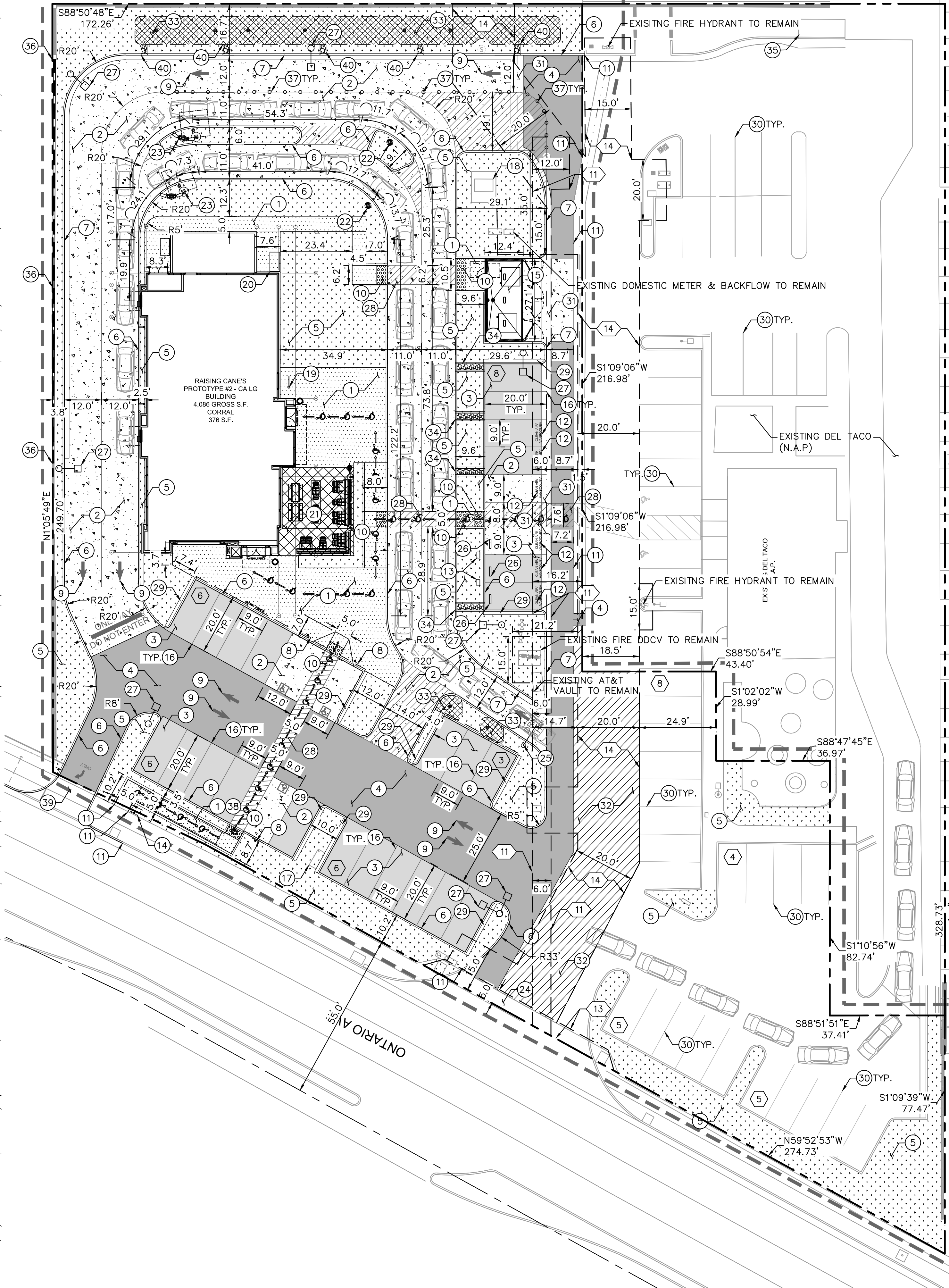
CZ2018-0002 & PPM2018-0011  
(RAISING CANE'S)





Drawing name: K:\ORA\_LDEV\Raising Cane's\094797044 - Corona (Ontario & Rimpau) 382\CAAD\Planning\Ci.0 - Preliminary Site Plan.dwg Ci.0 - Preliminary Site Plan.dwg Apr 03, 2019 1:56pm by: Lucas.Teoni

This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



## LEGEND:

- CENTER LINE
- PROPERTY LINE
- EASEMENT LINE
- APPROXIMATE LIMIT OF WORK LINE
- STANDARD DUTY CONCRETE PAVEMENT
- HEAVY DUTY CONCRETE PAVEMENT
- LANDSCAPE/PLANTER AREA
- ASPHALT PAVEMENT MILL AND OVERLAY
- STANDARD DUTY ASPHALT PAVEMENT
- 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

## CONSTRUCTION NOTES:

- STANDARD DUTY CONCRETE PAVEMENT
- HEAVY DUTY CONCRETE PAVEMENT
- STANDARD DUTY ASPHALT CONCRETE PAVEMENT
- HEAVY DUTY ASPHALT CONCRETE PAVEMENT
- LANDSCAPE/PLANTER AREA
- CONCRETE CURB
- CONCRETE CURB AND GUTTER
- ACCESSIBLE PARKING STALL SIGN
- DIRECTIONAL MARKING PER PLAN
- ACCESSIBLE RAMP WITH DETECTABLE WARNING (TRUNCATED DOMES)
- JOIN EXISTING CURB, CURB & GUTTER, SIDEWALK.
- "CLEAN AIR/VAN POOL/EV" IN 12" HIGH WHITE LETTERS AT THE END OF PARKING STALL
- FUTURE E/V CHARGING STATION. CONDUIT TO BE RAN TO STALL FOR FUTURE CONNECTION
- ADA PATH OF TRAVEL SIGN
- COVERED TRASH ENCLOSURE AND RECYCLING BIN STORAGE
- STANDARD 90' PARKING STALL STRIPING.
- EXISTING SIGN TO REMAIN
- EXISTING TRANSFORMER
- SHORT TERM BIKE RACK
- LONG TERM BIKE RACK
- OUTDOOR COVERED PATIO TO BE STAINED STANDARD DUTY CONCRETE PAVEMENT
- PREVIEW BOARD
- ORDER BOARD
- EXISTING DRIVEWAY TO REMAIN
- HEADACHE BAR
- INSTALL WHEELSTOPS FOR PARKING SPACES ADJACENT TO WALKWAYS
- SITE LIGHTING
- ACCESSIBLE PATH OF TRAVEL STRIPING.
- 18" WALK-OFF CURB
- STANDARD 90' PARKING STALL TO REMAIN
- 3.0' WIDE VALLEY GUTTER
- MILL AND OVERLAY EXISTING ASPHALT PAVEMENT
- OPEN BOTTOM BIORETENTION BASIN WITH UNDERDRAIN.
- 2' WIDE CHANNEL U-GUTTER WITH RIP RAP.
- CATCH BASIN TO REMAIN.
- CMU BLOCK WALL CONSTRUCTED OF DECORATIVE MASONRY TO MATCH EXISTING WALLS ON SITE.
- FLEXSTAKE 36" SURFACE MOUNT DELINEATOR (FLEXIBLE, REMOVABLE DELINEATOR)
- ACCESSIBLE RAMP WITH HANDRAILS
- NEW RIGHT-OUT DRIVEWAY PER MODIFIED CITY STANDARD 131.
- 2' WIDE CURB CUT WITH RIP RAP AT BIORETENTION BASIN INLET.

## LEGAL DESCRIPTION

THE LAND REFERRED TO IS SITUATED IN THE COUNTY OF RIVERSIDE, CITY OF CORONA, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1 OF PARCEL MAP NO. 36633, IN THE CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 237, PAGES 96, 97, AND 98 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

## SIGN INFORMATION

- CMUTCD SIGN R5-1 - "DO NOT ENTER"

## SITE DATA

PROJECT DESCRIPTION:	DEMOLITION OF EXISTING PARKING LOT AND BUILDING. NEW CONSTRUCTION OF A RAISING CANE'S DRIVE THRU RESTAURANT AND PARKING LOT.
ADDRESS:	1215 EAST ONTARIO AVENUE, CORONA, CA 92881
APN:	107-180-052
ZONING DISTRICT:	C2-RESTRICTED COMMERCIAL (EXISTING) C3-GENERAL COMMUNITY COMMERCIAL ZONE (PROPOSED)
ADJACENT ZONING DISTRICTS:	NW: P - PARK S: C2 - RESTRICTED COMMERCIAL E: M4 - INDUSTRIAL PARK
LAND USE:	COMMERCIAL
ADJACENT LAND USE:	NW: PARKS S: COMMERCIAL E: COMMERCIAL
GENERAL PLAN DISTRICT:	GC - GENERAL COMMERCIAL
SPECIFIC PLAN:	SP-90-05
FLOOD ZONE:	ZONE X - AREAS DETERMINED TO BE OUTSIDE THE 0.02% ANNUAL CHANCE FLOODPLAIN.

TOTAL DISTURBED AREA:	48,965 S.F.	(1.12 AC)
TOTAL PAD AREA:	4,086 S.F.	(0.09 AC)
TOTAL LOT AREA:	63,775 S.F.	(1.46 AC)
TOTAL COMMERCIAL CENTER AREA:	94,614 S.F.	(2.17 AC)
LOT COVERAGE		
TOTAL SITE AREA:	63,775 S.F.	(1.46 AC)
BUILDING AREA:	4,086 S.F.	(0.09 AC)
IMPERVIOUS AREA:	45,868 S.F.	(1.05 AC)
LANDSCAPE AREA:	13,821 S.F.	(0.32 AC)

PARKING/LANDSCAPE BUFFER	10.0'
FRONT:	10.0'
REAR:	0.0'
SIDE (N):	0.0'
SIDE (S):	10.0'

### PARKING SUMMARY:

RAISING CANE'S: 5,226 S.F. (1 STALL/100 S.F.) = 53 STALLS REQUIRED PER CITY CODE

- 4,086 S.F. (BUILDING) + 376 S.F. (CORRAL) + 764 S.F. (PATIO) = 5,226 S.F. TOTAL
- ADA PARKING FOR 51-75 PARKING STALLS = 3 ADA PARKING STALLS REQUIRED, PER 2016 CBC.
- FUTURE EV FOR 51-75 PARKING STALLS = 4 FUTURE EV STALLS REQUIRED PER 2016 CALGREEN
- 1 FUTURE EV STALL MUST BE VAN ACCESSIBLE.
- NUMBER OF REQUIRED DESIGNATED STALLS FOR LOW-EMITTING, FUEL-EFFICIENT, CARPOOL/VANPOOL, AND ELECTRIC VEHICLES (PER 2016 CALIFORNIA GREEN BUILDING STANDARDS) = 6.

TOTAL NUMBER OF PARKING SPACES PROVIDED = 75

DEL TACO: 2,200 S.F. (1 STALL/100 S.F.) = 22 STALLS REQUIRED PER CITY CODE

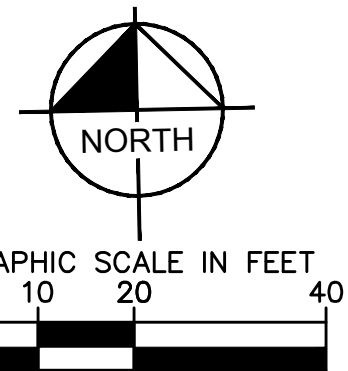
PARKING TABLE:	
STANDARD	65
COMPACT (C)	-
MOTORCYCLE DESIGNATED	6
EV CHARGING	4
ACCESSIBLE	4
TOTAL:	75

RAISING CANE'S & DEL TACO	
REQUIRED	65
PROVIDED	75
EV STALLS ARE ALSO DESIGNATED FOR VANPOOL (REQUIREMENTS FOR EV/DESIGNATED STALLS ARE BASED ON PROPOSED RAISING CANE'S PARKING)	

- \* 6 CAR STACK BEHIND THE ORDER BOARD HAS BEEN PROVIDED PER THE CITY'S CODE REQUIREMENTS.
- \*\* 26 CAR STACK BEHIND THE ORDER BOARD HAS BEEN PROVIDED
- \*\*\* 35 CAR STACK BEHIND THE PAY WINDOW HAS BEEN PROVIDED

## TITLE REPORT EXCEPTIONS

- AN EASEMENT AFFECTING THAT PORTION OF SAND LAND FOR UNDERGROUND ELECTRICAL SUPPLY SYSTEMS AND COMMUNICATION SYSTEMS RECORDED, AUGUST 20, 2008 IN OFFICIAL RECORDS AS INSTRUMENT NUMBER 20080459200 (PLOTTED HEREON)
- MATTER AS CONTAINED OR REFERRED TO IN AN INSTRUMENT ENTITLED "RIGHT-OF-WAY DEDICATION FOR STREET, WATER, SEWER, STORM DRAIN AND PUBLIC UTILITIES PURPOSES" RECORDED SEPTEMBER 8, 2008 IN OFFICIAL RECORD AS INSTRUMENT NUMBER 20080494215 (PLOTTED HEREON)
- MATTERS AS CONTAINED OR REFERRED TO IN AN INSTRUMENT ENTITLED "EASEMENT DEDICATION FOR PUBLIC UTILITY EASEMENT" RECORDED SEPTEMBER 8, 2008 IN OFFICIAL RECORDS AS INSTRUMENT NUMBER 20080494216 (PLOTTED HEREON)

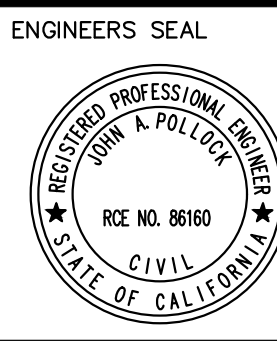


SCALE  
1" = 20'  
WHEN PRINTED AT FULL SIZE  
(24"x36")



ISSUE	DATE	DESCRIPTION
	04.08.19	PLANNING SUBMITTAL

LT
DRAWN BY JP
CHECKED BY TH
RECOMMENDED



**Kimley»Horn**  
765 THE CITY DRIVE, SUITE 200  
ORANGE, CA 92668  
(714) 938-1030  
PREPARED UNDER THE DIRECT SUPERVISION OF:  
JOHN POLOCK R.C.E. NO. 86160  
DATE: 4/3/2019  
EXP. 12/31/20

CITY OF CORONA
APPROVED BY:
CITY ENGINEER - TOM KOPER
RCE # 50258
DATE
EXP

**Raising Cane's**  
1215 EAST ONTARIO AVENUE CORONA, CA 92881

CITY OF CORONA  
**PRELIMINARY SITE PLAN**

1 OF 1  
**EXHIBIT A1**









# Project Conditions

## City of Corona

**Project Number: PPM2018-0011**

**Description: MODIFY PP07-003 TO DEVELOP RAISING CANE'S DRIVE-THRU.**

**Applied: 11/20/2018**

**Approved:**

**Site Address: 1215 E ONTARIO AVE CORONA, CA 92881**

**Closed:**

**Expired:**

**Status: RECEIVED**

**Applicant: PM DESIGN GROUP INC, ARCHITECTS**

**Parent Project: DPR2018-0014**

**38 EXECUTIVE PARK, SUITE 310 IRVINE CA, 92614**

**Details: MAJOR MODIFICATION FOR PP07-003 TO DEVELOP NEW 4086 SQ. FT. CANE'S CHICKEN FINGERS RESTAURANT W/DRIVE THRU. FRESH AND EASY TO BE DEMOLISHED.**

LIST OF CONDITIONS	
DEPARTMENT	CONTACT
BUILDING	
1. BUILDING DEPARTMENT CONDITIONS	
1. No work shall be performed prior to obtaining the required permits.	
2. Construction submittal documents shall be prepared in accordance to current applicable codes and adopted local ordinances.	
3. The proposed business shall not operate prior to obtaining the required Certificate of Occupancy. This requirement is also applicable to stocking and training.	
4. Construction activity shall not occur between the hours of 8:00 pm to 7:00 am, Monday thru Saturday and 6:00 pm to 10:00 am on Sundays and Federal Holidays.	
5. Plans for food preparation areas shall be approved by the Riverside County Health Dept. prior to plan check approval from this department.	
6. Public safety shall be observed during construction. The contractor shall provide a barrier to isolate the public from the construction site to eliminate potential hazards.	
7. Any deviation to the approved construction documents shall be resubmitted for plan check approval.	
FIRE	
1. Plans shall show a minimum drive width of 28 feet for designated fire lanes.	
2. Dead end access drives shall not exceed one hundred fifty (150) feet in length.	
3. Provide a minimum twenty-five (25) foot inside and fifty (50) foot outside radius for access drive(s).	
4. A minimum fire flow of 3000 gpm shall be provided.	
5. Fire hydrants are to be spaced a maximum 250 feet apart.	
6. FR-0098-Maintain fire protection features until all combustible construction has been removed.	



# Project Conditions

## City of Corona

### PLANNING

1. To the fullest extent permitted by law, the applicant shall defend, indemnify and hold the City of Corona and its directors, officials, officers, employees, volunteers and agents free and harmless from any and all claims, demands, causes of action, proceedings, costs, expenses, liabilities, losses, damages or injuries of any kind, in law or equity, in any manner arising out of, pertaining to, or incident to any attack against or attempt to challenge, set aside, void or annul any approval, decision or other action of the City of Corona, whether such approval, decision or other action was by its City Council, Planning and Housing Commission or other board, director, official, officer, employee, volunteer or agent. To the extent that Government Code Section 66474.9 applies, the City will promptly notify the applicant of any claim, action or proceeding made known to the City to which Government Code Section 66474.9 applies and the City will fully cooperate in the defense. The Applicant's obligations hereunder shall include, without limitation, the payment of any and all damages, consultant and expert fees, and attorney's fees and other related costs and expenses. The City shall have the right to retain such legal counsel as the City deems necessary and appropriate.
2. Nothing herein shall be construed to require City to defend any attack against or attempt to challenge, set aside, void or annul any such City approval, decision or other action. If at any time Applicant chooses not to defend (or continue to defend) any attack against or attempt to challenge, set aside, void or annul any such City approval, decision or other action, the City may choose, in its sole discretion, to defend or not defend any such action. In the event that the City decides not to defend or continue the defense, Applicant shall be obligated to reimburse City for any and all costs, fees, penalties or damages associated with dismissing the action or proceeding. If at any time both the Applicant and the City choose not to defend (or continue to defend) any action noted herein, all subject City approvals, decisions or other actions shall be null and void. The Applicant shall be required to enter into any reimbursement agreement deemed necessary by the City to effectuate the terms of this condition.
3. This Precise Plan hereby allowed is conditional upon the privileges being utilized by the securing of the first permit thereof within two (2) years after the construction work is not begun within said time and carried on diligently to completion, this authorization shall become void, and any privilege or permit granted shall be deemed to have lapsed.
4. The project shall comply with all applicable requirements of the Corona Municipal Code (CMC) and ordinances and the relevant Specific Plan, if any, including the payment of all required fees.
5. The applicant or his successor in interest shall comply with the Negative Declaration prepared for the project.
6. All landscaping, onsite and within the parkway, shall be installed per the approved plans prior to issuance of certificate of occupancy.
7. Landscape plans shall be submitted as a separate submittal to the Building Division for plan check. At time of submittal, the developer shall submit a landscape deposit in the amount of \$2,500 to the Planning Division for landscape plan check and inspection services. This is separate from the Building Division's landscape plan check submittal fee. Any money left remaining from the deposit will be reimbursed to the developer upon project completion.
8. The plant materials within the front yard setback shall be a minimum of three feet in height at full maturity to provide adequate headlight buffering for the parking spaces perpendicular to Ontario Avenue.
9. All signage shall be constructed in accordance with the sign program contained in this application.
10. The westerly block wall shall be constructed of decorative block to match the on-site walls and installed prior to issuance of a certificate of occupancy.
11. All signage shall comply with the sign standards under Chapter 17.74 of the Corona Municipal Code for the C-3 zone. Signs shall be submitted and permitted separately over the public counter.
12. This project is exempted from Riverside County's MSCHP fee, as the site is previously developed.
13. If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission must be contacted within 24 hours. The Native American Heritage Commission must then immediately identify the "most likely descendant(s)" of receiving notification of the discovery. The most likely descendant (s) shall then make recommendations within 48 hours, and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98.
14. The westerly block wall shall be treated with an anti-graffiti coating.



# Project Conditions

## City of Corona

PUBLIC WORKS	Chris Horn
	<ol style="list-style-type: none"> <li>1. The Public Works and the Departments of Water and Power, Maintenance, Parks and Landscaping Conditions of Approval for the subject application shall be completed at no cost to any government agency. All questions regarding the intent of the conditions shall be referred to the Public Works Department Land Development Section. Should a conflict arise between City of Corona standards and design criteria and any other standards and design criteria, City of Corona standards and design criteria shall prevail.</li> <li>2. The developer shall comply with the State of California Subdivision Map Act and all applicable City ordinances and resolutions.</li> <li>3. Prior to issuance of grading permit, the applicant shall demonstrate to the satisfaction of the Public Works Director that the proposed project will not unreasonably interfere with the use of any easement holder of the property.</li> <li>4. All improvement and grading plans shall be drawn on twenty-four (24) inch by thirty-six (36) inch Mylar and signed by a registered civil engineer or other registered/licensed professional as required.</li> <li>5. The submitted site plan shall correctly show all existing easements, traveled ways, and drainage courses. Any omission or misrepresentation of these documents may require said site plan to be resubmitted for further consideration.</li> <li>6. All new utilities adjacent to and on-site shall be placed underground in accordance with City of Corona ordinances.</li> <li>7. Prior to issuance of a Certificate of Occupancy, the developer shall cause the engineer of record to submit project base line work for all layers in AutoCAD DXF format on Compact Disc (CD) to the Public Works Department. If the required files are unavailable, the developer shall pay a scanning fee to cover the cost of scanning the as-built plans.</li> <li>8. The developer shall monitor, supervise and control all construction and construction related activities to prevent them from causing a public nuisance including, but not limited to, insuring strict adherence to the following: <ol style="list-style-type: none"> <li>(a) Removal of dirt, debris or other construction material deposited on any public street no later than the end of each working day.</li> <li>(b) Construction operations, including building related activities and deliveries, shall be restricted to Monday through Saturday from 7:00 a.m. to 8:00 p.m., excluding holidays, and from 10:00 a.m. to 6:00 p.m. on Sundays and holidays, in accordance with City Municipal Code 15.04.060, unless otherwise extended or shortened by the Public Works Director or Building Official.</li> <li>(c) The construction site shall accommodate the parking of all motor vehicles used by persons working at or providing deliveries to the site.</li> </ol> <p>Violation of any condition or restriction or prohibition set forth in these conditions shall subject the owner, applicant, developer or contractor(s) to remedies as noted in the City Municipal Code. In addition, the Public Works Director or Building Official may suspend all construction related activities for violation of any condition, restriction or prohibition set forth in these conditions until such time as it has been determined that all operations and activities are in conformance with these conditions.</p> </li> <li>9. Prior to issuance of a building permit, the developer shall ensure the existing Covenants, Conditions and Restrictions (CC&amp;R's) are adequate for the proposed project, or record new CC&amp;R's for the purpose of maintaining all private drives, common areas and private utilities. The CC&amp;R's shall be subject to the review and approval of the Public Works Department.</li> <li>10. Prior to issuance of a building permit, the developer shall finish the construction or post security guaranteeing the construction of any public improvements required for the project, including any deficient street, storm drain, public landscape, or water and sewer facilities.</li> <li>11. All the grading design criteria shall be per City of Corona standards, Corona Municipal Code Title 15 Chapter 15.36 and City Council Ordinance Number 2568, unless otherwise approved by the Public Works Director.</li> <li>12. Prior to approval of grading plans, the applicant shall submit two (2) copies of a soils and geologic report prepared by a Registered Engineer to the Public Works Department Land Development Section. The report shall address the soil's stability, geological conditions of the site, and any other applicable data necessary to adequately analyze the proposed development.</li> <li>13. Prior to approval of grading plans, erosion control plans and notes shall be submitted and approved by the Public Works Department Land Development Section.</li> </ol>





# Project Conditions

## City of Corona

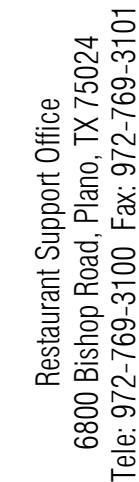
PUBLIC WORKS	Chris Horn
	<ol style="list-style-type: none"> <li>14. Prior to approval of grading plans, the applicant shall obtain a General Construction Activity Storm Water Permit from the State Water Resources Control Board in compliance with National Pollutant Discharge Elimination System (NPDES) requirements. Proof of filing a Notice of Intent (NOI) will be required by the City. The WDID # shall be displayed on the title sheet of the grading plans.</li> <li>15. Prior to approval of grading plans, the applicant shall comply with the Federal Clean Water Act and shall prepare a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall be available at the project site for review.</li> <li>16. Prior to the issuance of a grading permit the developer shall submit a written letter of permission from the adjacent landowner for grading that is proposed to take place outside of the parcel boundaries, unless another acceptable document (such as the site's CC&amp;Rs) can be provided.</li> <li>17. Prior to issuance of the building permit, the developer shall cause the civil engineer of record and soils engineer of record for the approved grading plans to submit pad certifications and a compaction test report for the proposed building.</li> <li>18. Prior to release of grading security, the developer shall cause the civil engineer of record for the approved grading plans to submit a set of as-built grading plans with respect to Water Quality Control facilities.</li> <li>19. All City of Corona NPDES permit requirements for NPDES and Water Quality Management Plans (WQMP) shall be met per Corona Municipal Code Title 13 Chapter 13.27 and City Council Ordinance Numbers 2291 and 2828 unless otherwise approved by the Public Works Director.</li> <li>20. Prior to the issuance of a grading permit, a Final WQMP, prepared in substantial conformance with the approved Preliminary WQMP, shall be submitted to the Public Works Land Development Section for approval. Upon its final approval, the applicant shall submit one copy on a CD-ROM in PDF format.</li> <li>21. Prior to the issuance of the first Certificate of Occupancy, the applicant shall record Covenants, Conditions and Restrictions (CC&amp;R's) or enter into an acceptable maintenance agreement with the City to inform future property owners to implement the approved WQMP.</li> <li>22. Prior to issuance of the first Certificate of Occupancy, the applicant shall provide proof of notification to the future occupants of all non-structural BMPs and educational and training requirements for said BMPs as directed in the approved WQMP.</li> <li>23. Prior to issuance of Certificate of Occupancy, the applicant shall ensure all structural post construction BMPs identified in the approved project specific Final WQMP are constructed and operational.</li> <li>24. All the drainage design criteria shall be per City of Corona standards and the Riverside County Flood Control and Water Conservation District standards unless otherwise approved by the Public Works Director.</li> <li>25. Prior to approval of the grading plans, the applicant shall submit a site specific hydrology study for review and approval. Said study shall include the existing, interim and the ultimate proposed hydrologic conditions including key elevations, drainage patterns and proposed locations and sizes of all existing and proposed drainage devices.</li> <li>26. Prior to approval of grading or any improvement plans, the plans submitted by the applicant shall comply with the following: <ol style="list-style-type: none"> <li>a) The project drainage design shall be designed to accept and properly convey all on- and off-site drainage flowing on or through the site.</li> <li>b) The project drainage system design shall protect downstream properties from any damage caused by alteration of drainage patterns such as concentration or diversion of flow.</li> <li>c) All non-residential lots shall drain toward an approved water quality or drainage facility. Once onsite drainage has been treated it may continue into an approved public drainage facility or diverted through under-sidewalk parkway drains.</li> </ol> </li> <li>27. Street design criteria and cross sections shall be per City of Corona standards, approved Specific Plan design guidelines and the State of California Department of Transportation Highway Design Manual unless otherwise approved by the Public Works Director.</li> <li>28. Prior to release of public improvement security, if applicable, the developer shall cause the civil engineer of record for the approved improvement plans to submit a set of as-built plans for review and approval by the Public Works Department.</li> </ol>



# Project Conditions

## City of Corona

PUBLIC WORKS	Chris Horn
<p>29. Prior to issuance of a Certificate of Occupancy, all proposed parkway landscaping specified on the landscape site plan or in these Conditions of Approval shall be constructed.</p> <p>30. Prior to the issuance of a Certificate of Occupancy, any damage to existing landscape easement areas due to project construction shall be repaired or replaced by the developer, or developer's successors in interest, at no cost to the City of Corona.</p> <p>31. Prior to issuance of a building permit and/or issuance of a Certificate of Occupancy, the applicant shall pay all applicable development fees, including but not limited to Development Impact Fees (DIF) per City Municipal Code 16.23 and Transportation Uniform Mitigation Fees (TUMF) per City Municipal Code 16.21. Said fees shall be collected at the rate in effect at the time of fee collection as specified by the current City Council fee resolutions and ordinances. Credit or exemption from DIF and TUMF will be given upon receipt of a valid demolition permit for the existing building, in accordance with the City Municipal Code.</p> <p>32. All the potable water, reclaimed water, and sewer design criteria shall be per City of Corona Department of Water and Power standards and Riverside County Department of Health Services Standards unless otherwise approved by the Public Works and Department of Water and Power Directors.</p> <p>33. Prior to issuance of any building permits, a domestic water and fire flow system shall be approved by the Public Works Department and constructed by the developer, to the satisfaction of the Public Works Director and Fire Chief.</p> <p>34. Prior to grading or improvement plans approval, the applicant shall ensure that all water meters, fire hydrants or other water appurtenances shall not be located within a drive aisle or path of travel.</p> <p>35. Prior to issuance of any building permits, the developer shall pay all applicable water and sewer fees, including but not limited to connection fees, wastewater treatment fees, sewer capacity fees and all other appropriate water and sewer fees. Credit may be given upon receipt of a valid demolition permit for the existing building, in accordance with the City Municipal Code.</p> <p>36. Prior to issuance of building permits, the developer shall pay the applicable sewer reimbursement fee for the El Sobrante trunk line. Credit may be given upon receipt of a valid demolition permit for the existing building, in accordance with the City Municipal Code.</p> <p>37. Prior to building permit issuance, the applicant shall construct or guarantee the construction of any required public improvements including but not limited to, potable water line, sewer line, potable water services, sewer laterals, double detector check assemblies and reduced pressure principle assemblies within the public right of way and/or easements.</p> <p>38. The applicant shall dedicate easements for any new or relocated public water or sewer facilities needed to serve the project in accordance the Department of Water and Power standards and design policy. Structures and trees shall not be constructed or installed within a public utility easement.</p> <p>39. Static pressures exceeding 80 psi require an individual pressure regulator.</p> <p>40. Reclaimed water shall be used for all construction activity unless otherwise approved by the Department of Water and Power General Manager or their designee. Prior to obtaining a reclaimed construction meter from the City, a Reclaimed Water Application shall be submitted for the contractor to receive certification to handle reclaimed water.</p> <p>41. Prior to issuance of a grading permit or approval of any building plans, whichever occurs first, the developer shall provide video inspection of all sewer facilities located adjacent to or on-site where construction activity is proposed. Prior to Certificate of Occupancy, the developer shall provide video inspection of all sewer facilities located adjacent to the project or on-site, and will be responsible for any damage caused by the development.</p> <p>42. Prior to approval of grading and landscape plans, the developer shall ensure that no trees or plants will interfere with underground utilities. All trees must be a minimum 7 feet away from public utilities unless otherwise approved by the DWP General Manager.</p>	



**Store: Raising Cane's**  
**1219 E. Ontario Ave.**  
**Corona, CA 92881**  
**Store #RC382**  
**Prototype 2 CA-HC**  
**ERD 4.0**

**P/M**  
**DESIGN**

38 EXECUTIVE PARK  
SUITE 310  
IRVINE, CA 92614  
Contact: Jeff Uiederman  
(949) 430-7051  
jiederman@pmdginc.com

## Conceptual Design

Sheet Title:

Project Number: **RAC17027.0**

Drawn By: **IRVINE**

Sheet Number:

EXHIBIT C

PR2018-0014

7





Store

Professional of Record



LICENSED ARCHITECT  
 JEFFREY S. LIEDERMAN  
 No. C-29534  
 APR. 30, 2019  
 RENEWAL DATE  
 STATE OF CALIFORNIA

Prototype Update Phase:	ERD 4
Initial Setup Date:	11/09/9e
Project Manager:	R.

### Sheet Revisions

Sheet TitleProject Number: **DAC17027.0**

Drawn By: IRVINE

Sheet Number: \_\_\_\_\_

# EXHIBIT D1

PR2018-0014











**1** | SOUTH ELEVATION  
1/4"= 1'-0"




**2** | WEST ELEVATION  
1/4"= 1'-0"

M1



RECLAIMED METAL  
PANEL: CAR HOOD.

M2




BELDEN, ROMAN BRICK  
MEDIUM RANGE, SMOOTH  
IRON SPOT. HORIZONTAL  
MORTAR TO MATCH  
LATICRETE "HEMP"  
WEATHERED STRIKE JOINTS.  
VERTICAL MORTAR TO MACH  
TERRA COTTA. JOINTS FLUSH  
WITH FACE.

M3



STUCCO FINISH -  
TO MATCH  
DRYVIT "HONEY  
TWIST" 383.

M4



GC'S STEEL  
FABRICATORS: RAW  
STEEL SANDBLASTED  
W/EXPOSED WELDS  
CLEAR COAT FLAT  
FINISH.

M5



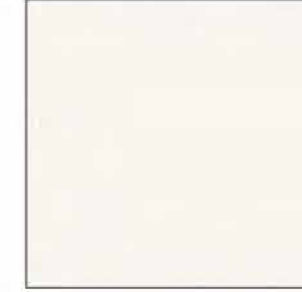
"132 MOUNTAIN FOG  
APPLIED OVER PORTLAND  
CEMENT STUCCO.

M6




BELDEN, ROMAN BRICK  
MEDIUM RANGE, SMOOTH  
IRON SPOT. FINISH:  
SHADOW-TEX- MORTAR TO  
MATCH LATICRETE  
"HEMP" WEATHERED  
STRIKE JOINTS. VERTICAL

M7



"456" OYSTER SHELL  
PLASTER OVER  
SUBSTRATE.

M8



KAWNEER - ALUMINUM  
STOREFRONT SYSTEM  
FINISH: #40 BLACK  
ANODIZED AA-M10C21A44 /  
AAM45C22A44  
ARCHITECTURAL CLASS

M9



PATIO STEEL PAINT:  
LOW LUSTRE BLACK

M10



METAL PANEL WITH  
KYNAR FINISH  
PAINT MATTE BLACK



Restaurant Support Office  
6800 Fishpond Road, Plano, TX 75024  
Tele: 972 769-3557 Fax: 972 769-3101

Store: **Raising Cane's**  
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Architect Information:  
**PM DESIGN**  
Architectural  
Solutions Group  
38 EXECUTIVE PARK  
SUITE 310  
IRVINE, CA 92614  
Contact: Jeff Liederman  
(949) 430-7051  
jliederman@pridginc.com  
Jeff Liederman, Architect

Prototype Update Phase: ERD 4.0  
Initial Setup Date: 11/09/18  
Project Manager: R.G.

**Conceptual Design**

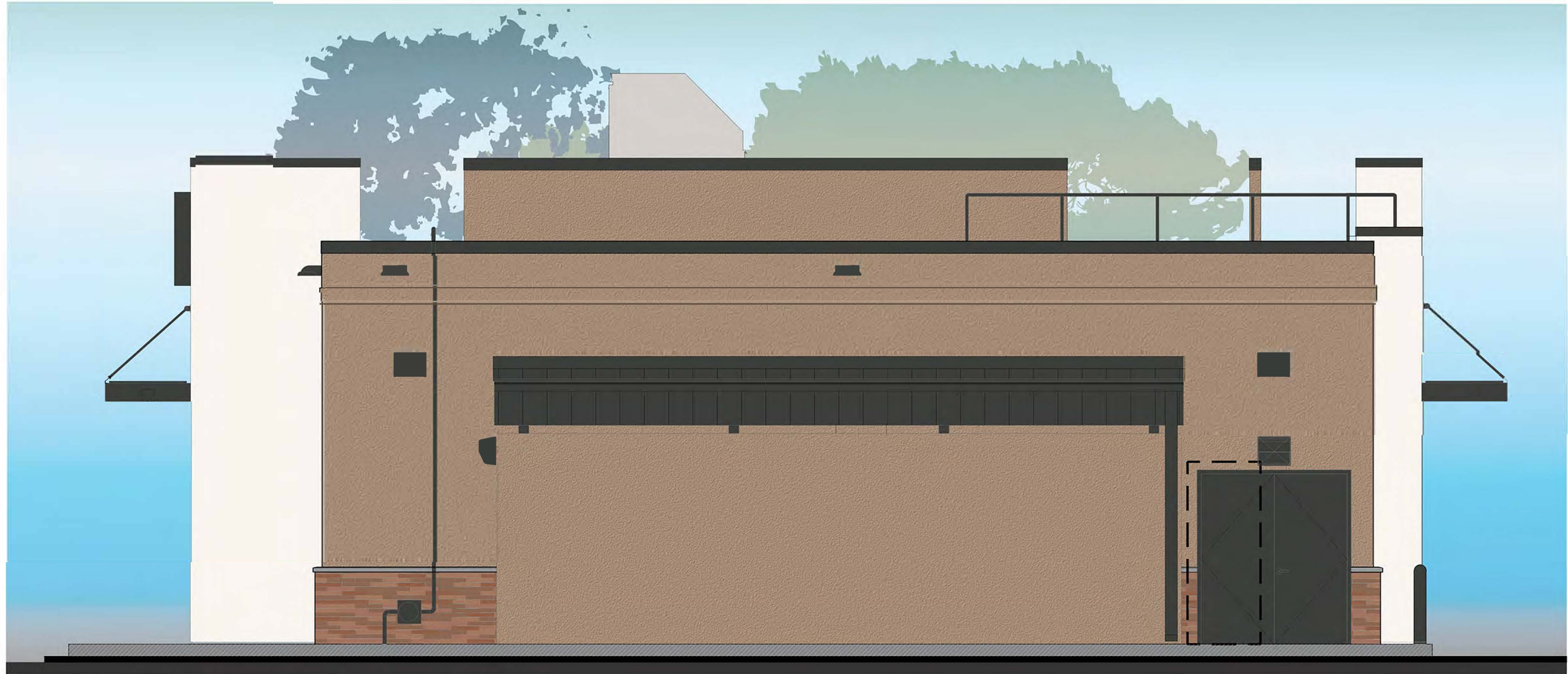
Revisions:

#	Date	Description
	08.16.2018	Development Plan Review
	01.10.2019	PPM & CZ Submittal

Sheet Title:  
**EXTERIOR  
ELEVATIONS**  
Project Number: RAC17027.0  
Drawn By: IRVINE

Sheet Number:





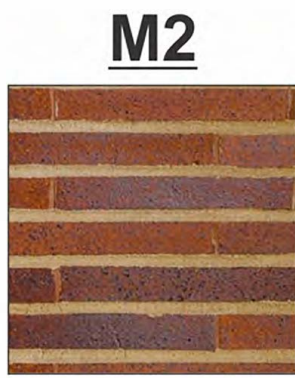
**1** | NORTH ELEVATION  
1/4"= 1'-0"



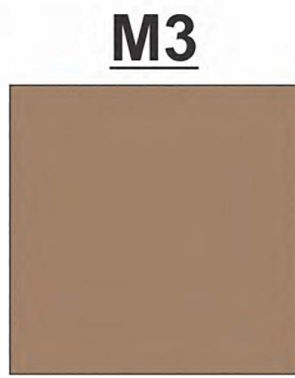
**2** | EAST ELEVATION  
1/4"= 1'-0"



RECLAIMED METAL  
PANEL: CAR HOOD.



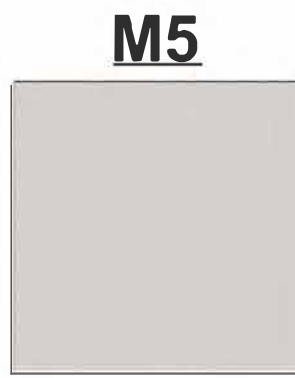
BELDEN, ROMAN BRICK  
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MORTAR TO MATCH  
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VERTICAL MORTAR TO MATCH  
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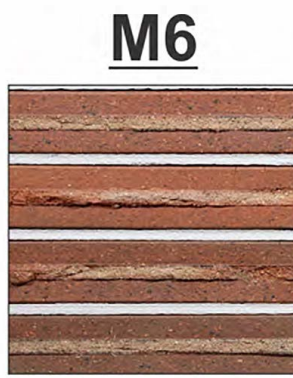
STUCCO FINISH -  
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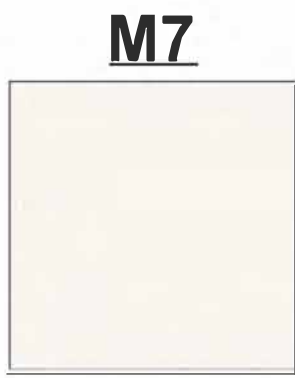
GC'S STEEL  
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"132 MOUNTAIN FOG"  
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"456" OYSTER SHELL  
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FINISH: #40 BLACK  
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PATIO STEEL PAINT:  
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METAL PANEL WITH  
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Architect Information:



Architectural  
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Jeff Liedeman, Architect

Prototype Update Phase: ERD 4.0

Initial Setup Date: 11/09/18

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### Conceptual Design

Revisions:

#	Date	Description
	08.16.2018	Development Plan Review
	01.10.2019	PPM & CZ Submittal

Sheet Title:

### EXTERIOR ELEVATIONS

Project Number: RAC17027.0

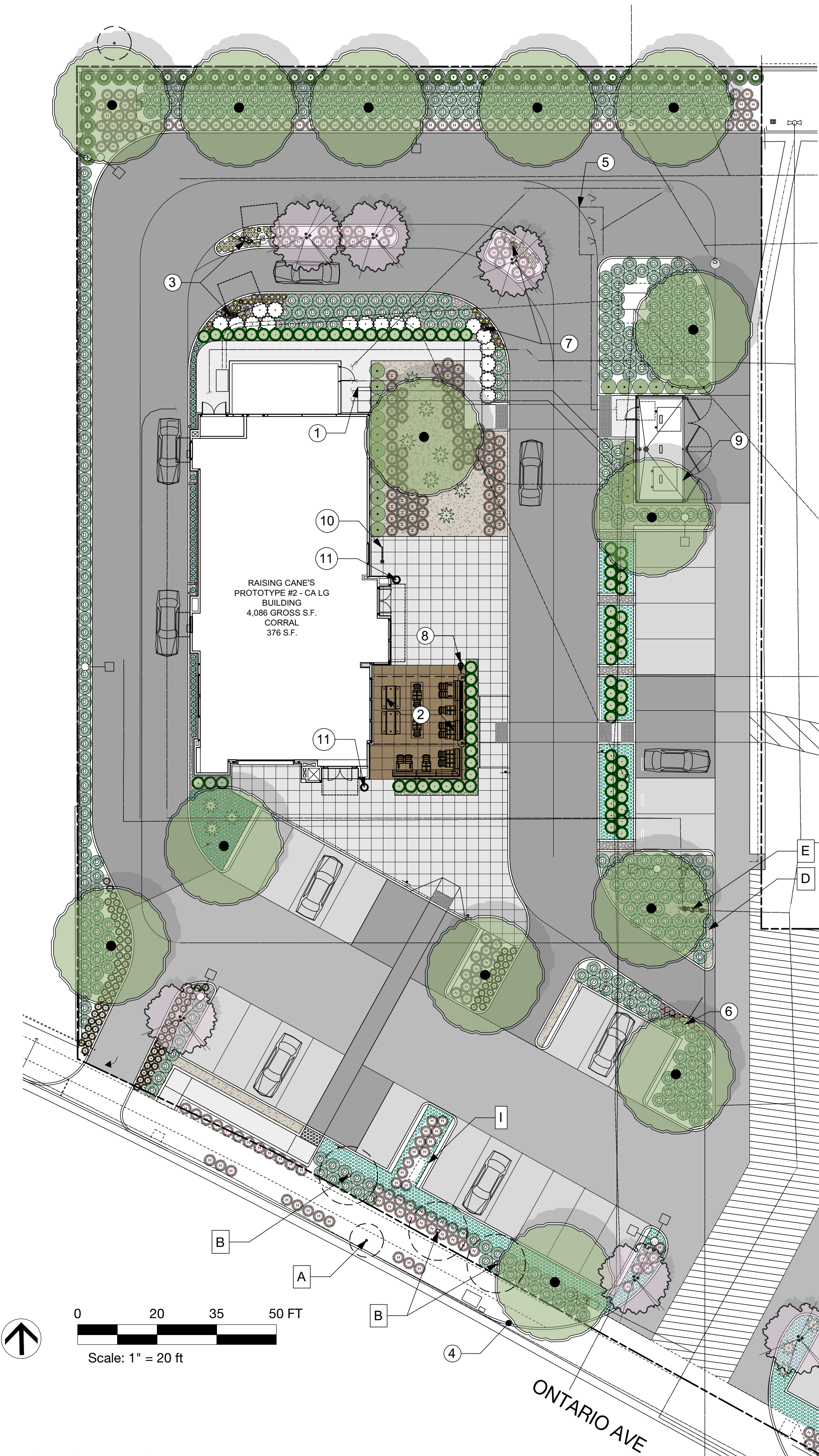
Drawn By: IRVINE

Sheet Number:

**A4 20**

**EXHIBIT E2**





Materials Legend

Material	Size	Area
DG (decomposed granite)	N/A	2,540 SF
River cobble	2'3" DIA	1,530 SF
Pebble, Davis® integral colored concrete W/ double bladed saw cut joints. Finish: Direct Colors: Walnut/649/4lb**	2' x 2'	676 SF
Natural colored concrete W/ double bladed saw cut joints. Finish: TOPCAST® #05 W/ matte sealer**	4' x 4'	2,790 SF
Natural colored concrete W/ double bladed saw cut joints. Finish: TOPCAST® #05 W/ matte sealer	NA	1,584 SF

\*Concrete Pigment Supplier: DAVIS COLORS <https://www.daviscolors.com/>  
\*\* Glaze 'N Seal Natural Look Penetrating Sealer Product#: 327GNSPS5G

Proposed Notes

- (P) long term bike parking per Civil
- (P) patio area per Architect
- (P) order board per Architect
- (P) potential enhancement of parkway TBD in field
- (P) grease trap per Civil
- (P) headache bar per Architect
- (P) pre-order board per Architect
- (P) dog bowl and tie post per Architect
- (P) trash enclosure per Architect
- (P) bike rack per Architect
- (P) trash bin per Architect

Existing Notes

- A. (E) Koelreuteria bipinnata
- B. (E) Rhus lancea
- C. (E) Lagerstroemia indica
- D. (E) utility box
- E. (E) backflow
- F. (E) Mexican fan palm
- G. (E) Queen palm
- H. (E) groundcovers and shrubs to remain
- I. (E) monument sign

Existing Tree Protection & Removal Notes

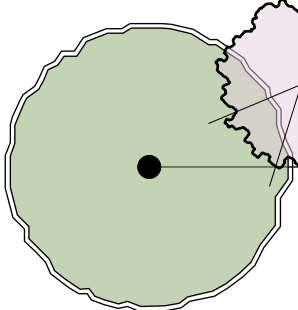














All existing plant material to remain and be protected unless otherwise noted.

- (E) tree symbol
- (E) shrub
- (E) to be removed symbol

Abbreviations

- APROX. - approximate
- DG - decomposed granite
- DI - drain inlet
- (E) - existing
- EQ. - equal
- GPM. - gallons per minute
- LA - landscape architect
- LF - linear foot
- L.O.W. - limit of work
- MAX - maximum
- MIN - minimum
- O.C. - on center
- (P) - proposed
- PA - planting area
- radius - radius
- SF - square foot
- SIM. - similar
- TBD - to be determined
- TYP. - typical
- W/ - with

Plant List

Symbols	Botanical Name	Common Name	Size	Qty	Height	Width	WUCOLS
<b>Trees</b>							
	<i>Lagerstroemia indica</i> 'Catawba'	Catawba Crape Myrtle	36" box	6	10 - 15 ft	12 - 20 ft	Med
	<i>Rhus lancea</i>	African Sumac	24" box	14	20-30ft.	> 35 ft.	Low
<b>Shrubs</b>							
	<i>Rhamnus alaternus</i>	Italian Buckthorn	15 gal	22	12 - 16 ft	6 - 8 ft	Low
	<i>Rhaphiolepis umbellata</i> 'Minor'	Dwarf Yedda Hawthorn	15 gal	81	3 - 5 ft.	36 in. - 4 ft.	Low
	<i>Rosa</i> x 'Iceberg' Floribunda Rose	Iceberg Rose	5 gal	17	30 in - 3 ft	4 - 5 ft	Med
<b>Perennials</b>							
	<i>Chondropetalum tectorum</i>	Small Cape Rush	5 gal	48	3 ft	3 - 4 ft	Low
	<i>Dianella caerulea</i> 'Cassa Blue'	Blue Flax Lily	5 gal	47	12 - 18 in	12 - 18 in	Low
<b>Succulents</b>							
	<i>Agave vilmoriniana</i>	Octopus Agave	5 gal	13	3 - 4 ft.	3 - 4 ft.	Low
	<i>Aloe Topaz</i>	Topaz Grass Aloe	1 gal	92	1 -2 ft	2 -3 ft	Low
	<i>Bulbine frutescens</i>	Stalked Bulbine	1 gal	71	1-2 ft.	2 ft.	Low
	<i>Echeveria</i> 'Big Red'	Big Red Hen & Chicks	1 gal	12	1 to 2 ft	1 to 2 ft	Low
	<i>Hesperaloe parviflora</i> Brakelights	Red Yucca	1 gal	293	2 - 3 ft.	2 - 3 ft.	Very Low
<b>Grasses</b>							
	<i>Muhlenbergia dubia</i>	Pine Muhly	1 gal	468	3 ft	3 ft.	Low
<b>Total</b>				1184			
<b>Groundcovers</b>							
	<i>Senecio mandraliscae</i> @ 18" O.C. triangular spacing	Kleinia	1 gal	1,994 SF	1 to 2 ft	3 to 4 ft	Low
	<i>Myoporum parvifolium</i> @ 6' O.C. triangular spacing	Creeping Boobialla	1 gal	1,034 SF	< 1 ft	6 to 8 ft	Low
	(E) landscape to remain			463 SF			

Tree Requirement Calculations per Predevelopment Findings

- In parking areas (1) tree for every (3) parking spaces.  
# of parking spaces on site = 56  
# of trees required = 19  
**# of (P) trees = 2 (19 existing trees to remain in parking area)**
- A MIN 36" box shall be planted on all corner planters including all vehicular entries and major corner intersections of project area. They shall also be required at building entries and other public spaces, such as plazas, courtyards, or patio areas.  
# of corner planters = 7  
# of patio areas = 1  
# of entries = 1  
# trees required = 9  
**# of (P) trees = 9**
- A MIN of one 24" box tree shall be planted for every five hundred square feet of landscaping area in all other areas.  
SF of all other areas = APPROX 8,820  
# trees required = 18  
**# of (P) trees = 9 (16 existing tree on corner planter)**
- Root panels and linear barriers are required for all trees planted within a parkway or within 8-feet of any walking or driveable surface in accordance with the Landscape and Irrigation Standard Plans and Specifications.
- Trees shall not be placed where they interfere with site drainage or overhead and must be 7 horizontal feet from underground utilities. All utilities shall be identified on the base plan.

Total # of trees required on-site = 46

Planting Notes

Important note: All plant materials shall be set out as shown on plan. Final locations shall be approved by the Landscape Architect prior to planting.

- Prior to starting work, Contractor shall take representative soil samples from the project site. Soil shall be analyzed by an approved commercial soil testing laboratory for suitability for ornamental planting. A copy of the results of the soil analysis shall be submitted to the Owner and Landscape Architect. Contractor shall follow the recommendations of the soils lab as to the application of fertilizer & amendments to provide a suitable medium for planting. The Contractor shall notify the Landscape Architect and Owner of any potential problems which may result due to harmful substances found in the soil. Failure to act as specified may result in the Contractor assuming financial responsibility for any damage to plants.
- Contractor shall clear and grub all planting areas, removing all weed growth and construction debris, prior to installation of plant materials.
- All plants are identified by typical symbols and quantities in each area. Plant quantities indicated on the plan are approximate and are provided for the convenience of the contractor. It shall be the responsibility of the contractor to confirm all plant quantities prior to bidding. In the event of discrepancies in plant count, quantities indicated by plant symbols shall prevail.
- As noted above, all plant materials shall be set out as shown on plan by Contractor for approval by Landscape Architect. Landscape Architect shall inspect Contractor layout prior to actual plant installation. Landscape Architect shall be given 48 hours notice to inspect Contractor layout prior to final plant installation.
- Contractor shall provide and install 3" of mulch in all planted areas unless otherwise noted. Mulch to be Ground Cedar Bark, 1/2 inch-1 inch. Mulch shall be spread evenly. Contractor to provide Landscape Architect with samples of mulch for approval prior to installation.
- All DG (decomposed granite) mulch to be stabilized, brown color.
- Linear Root Barriers shall be provided for all trees 5 'or closer to paving and curbs.
- All (E) trees to remain unless otherwise noted.

Project No.

18-22



KIESEL·DESIGN

Kiesel Landscape Architecture Inc.

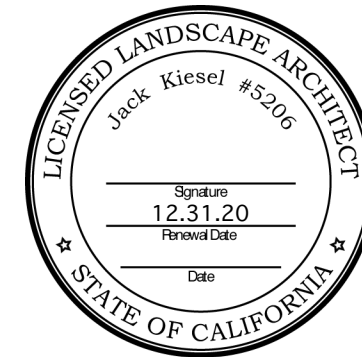
422 E Main Street  
Ventura, CA 93001  
(p) 805.947.0730  
Jack@kieseldesign.com  
CL# 5206

RC0382 Corona

1215 East Ontario Ave.  
Corona, CA 92881

Revisions:

#	DATE	NAME
04.08.19	2nd Entitlement Submittal	



Type: 2nd Entitlement Submittal

Initial Submittal Date:  
January 28, 2019

Drawn By:  
# NAME DATE  
T. Slininger 04/2019

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Title:

Preliminary Landscape Plan

Sheet Number:

EXHIBIT F1





KIESEL • DESIGN

Kiesel Landscape  
Architecture Inc.

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

**RC0382 Corona**  
1215 East Ontario Ave.  
Corona, CA 92881

Revisions:

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**Title:**

**Preliminary Planting  
Images**

**Sheet Number:**

Trees



Lagerstroemia indica 'Catawba' Rhus lancea

Shrubs



Rhamnus alaternus Raphiolepis umbellata 'Minor' Rosa Iceberg Floribunda

Perennials



Chondropetalum elephantinum Dianella 'Cassa Blue'

Succulents



Agave vilmoriniana Aloe topaz Bulbine frutescens hallmark Echeveria 'Big Red' Hesperaloe parviflora

Grasses



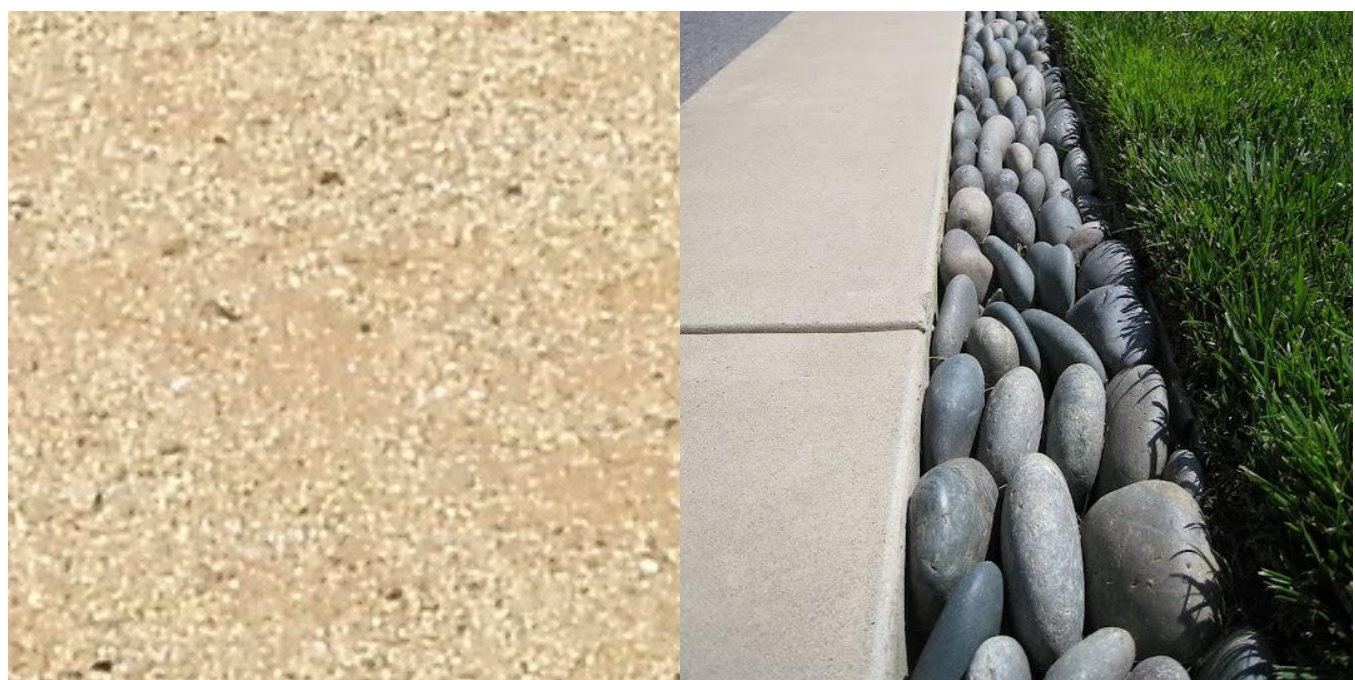
Muhlenbergia dubia

Groundcover



Senecio mandraliscae Myoporum parvifolium

Materials



Decomposed Granite Cobble Border





**PM Design Group, Inc.**  
38 Executive Park, Suite 310  
Irvine, CA. 92614  
P: 949.430-7051  
F: 949.381.5850

April 5, 2019

City of Corona  
Community Development Department  
400 S. Vicentia Avenue  
Corona, CA 92882

Re: **Project Description Letter for Proposed Raising Cane's Restaurant**  
1215 E. Ontario Avenue  
Corona, CA 92881

This letter is to provide a brief description of the proposed project to be located at 1215 E. Ontario Ave. in the City of Corona, California. The proposed project consists of the demolition of an existing building and new construction of a 4,086 square foot Raising Cane's Chicken Finger Restaurant plus a corral and 347 sq. ft. outdoor covered patio on a 31,405 Sq. Ft. site Area.

Site improvements will include new menu preview boards and menu order boards as well as new landscaping around the perimeter of the parcel. There will also be new site lighting and a new enclosed Trash Enclosure with materials and colors to match the Raising Cane's restaurant. Furthermore, this restaurant will have outdoor dining on a covered patio and maximum building height is 24'-7" +/- . Utility service extensions will be coordinated through the appropriate agencies during the design phase.

The new single story building with alternating heights and elements is designed with contemporary architecture. The building's architectural features include the use of standing seam metal awnings, a stucco finish on the building accented with the use of full modular brick.

This project will provide 57 parking spaces including 2 accessible parking spaces (ADA) and 2 designated clean air parking stalls. The two drive-thru lanes are designed to accommodate 6 vehicles per lane.

Operating hours for walk-in and drive-through service will be from 9am to 1:00am Mon-Thurs and 9am to 3:00am Fri-Sun. The menu board and speaker are located on the west end of the building, further away from the street.

#### **By-Pass Lane and Queue Description:**

As part of this development three (3) queuing studies were conducted on three (3) currently operating Raising Cane's Restaurants in California. The locations studied are located the Cities of Riverside (11066 Magnolia Ave.), Orange (2249 N Tustin Ave), and Laguna Hills (23971 El Toro Road). These studies revealed the peak queue during both the lunch (11 am to 1 pm) and dinner hours (5 pm to 7 pm) to be 17 vehicles. With this information, and the existing use of the adjacent development (Del Taco with drive through service), in mind the site was developed with two drive through lanes capable of providing a queue stacking of 34 vehicles from the pick-up window to the entrance of the drive through. This configuration provides a queuing stack that is 650% more than required by the City of Corona's Municipal Code, 200% more than the max queue as shown by the studies conducted and not a

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standard for Raising Cane's development. The intent of this design is to prevent vehicles from queuing beyond the drive through entrance and causing on-site circulation issues.

In the existing condition there is a shared main access drive aisle between the Del Taco parcel and the proposed Raising Cane's parcel. Due to the location of the Del Taco drive through exit and site vehicle egress a potential point of conflict was identified at the proposed Raising Cane's drive through entrance. To mitigate this the site incorporates a one-way by-pass lane that begins at the northern end of the site and follows the Raising Cane's drive through layout ending at the southwest corner of the site. Additionally, a new right-out only driveway will be installed at the southwest corner of the site where vehicles from either restaurant can exit the site. To prevent vehicles from "jumping" the queue, flexible removable delineators will be installed between the drive-through lane and by-pass lane. In the unlikely event that the drive through queue is full, the by-pass lane will also allow customers to circumvent the site and prevent additional queue from stacking southerly towards Ontario Avenue.

Although the site has been proactively designed to minimize on-site traffic concerns, such as providing a drive through that is capable of stacking twice the number of vehicles observed during the queuing studies conducted and providing a one-way bypass lane to allow vehicles from either Raising Cane's or Del Taco for circumvent and exit the site, a "Honey Moon" period is expected. To mitigate any concerns the Raising Cane's New Restaurant Operations Team will meet with appropriate city staff prior to the opening to ensure a traffic management plan is in place and will additionally conduct the following actions to mitigate on-site congestion:

1. Employs and utilizes off-duty police officers throughout the lot to assist customers navigate the new site.
  - a. This will include directing customers to utilize the by-pass lane in the unlikely case that the drive through queue is full and preventing vehicles from stacking southerly towards Ontario Avenue.
2. Schedule additional staff and a dedicated support team in the parking area to provide menus and answer questions to increase awareness of the items available and increase drive through efficiency.
3. Retains a dedicated training team on-site for 30 days to increase employee's efficiency and reduced drive through queue stacking

Raising Cane's is aware of the implementation of electronic devices (iPads) at other restaurants with drive through service as an attempt to increase ordering and food preparation efficiencies. However, at the moment there is no operational plan to implement this ordering system as it does not align with the Raising Cane's Restaurant Operations nor would it increase efficiency for the following reasons:

1. Video cameras are installed at various locations around the building, this allows staff to know the exact number of customers entering, queuing and exiting the drive through as well as the building.
2. Raising Cane's prides itself on providing fresh made to order food, this means that staff will not start "dropping bird, fries or toast" until a customer has entered the queue / building.
3. The specialty menu at Raising Cane's allows staff to predict that the customer is going to order, Quality Chicken Fingers! Thus, the advance order of a specialty item, situation where iPad ordering would prove beneficial, would not be applicable to Raising Cane's Restaurants.

If you have any question, please call me at (949) 562.1723 or email me at [rgonzalez@pmdginc.com](mailto:rgonzalez@pmdginc.com).

Best Regards,

Ruben Gonzalez  
Sr. Project Manager





## **CITY OF CORONA**

### **NEGATIVE DECLARATION**

#### **NAME, DESCRIPTION AND LOCATION OF PROJECT:**

**CZ2018-0002:** An application to change the zone on 1.46 acres located at 1215 E. Ontario Avenue from C-2 (Restricted Commercial) to C-3 (General Commercial) to facilitate the development of a 4,462-square foot restaurant with drive-through services.

**PPM2018-0011:** An application to construct a 4,462 square foot restaurant with drive-through services and an outdoor dining patio for Raising Cane's on 1.46 acres in the proposed C-3 (General Commercial) Zone located at 1215 E. Ontario Avenue.

#### **ENTITY OR PERSON UNDERTAKING PROJECT:**

Ruben Gonzalez  
PM Design Group, Inc.  
38 Executive Park, Suite 310  
Irvine, CA 92614

The City Council, having reviewed the initial study of this proposed project and the written comments received prior to the public meeting of the City Council, and having heard, at a public meeting of the Council, the comments of any and all concerned persons or entities, including the recommendation of the City's staff, does hereby find that the proposed project may have potentially significant effects on the environment, but mitigation measures or revisions in the project plans or proposals made by or agreed to by the applicant would avoid or mitigate the effects to a point where clearly no significant effects will occur. **Therefore, the City Council hereby finds that the Negative Declaration reflects its independent judgment and shall be adopted.**

The Initial Study and other materials which constitute the records of proceedings, are available at the office of the City Clerk, City of Corona City Hall, 400 South Vicentia Avenue, Corona, CA 92882.

Date: \_\_\_\_\_

\_\_\_\_\_  
Mayor  
City of Corona

Date filed with County Clerk: \_\_\_\_\_

# **CITY OF CORONA**

## **INITIAL STUDY / ENVIRONMENTAL CHECKLIST**

### **PROJECT TITLE:**

**CZ2018-0002:** An application to change the zone on 1.46 acres located at 1215 E. Ontario Avenue from C-2 (Restricted Commercial) to C-3 (General Commercial) to facilitate the development of a 4,462-square foot restaurant with drive-through services.

**PPM2018-0011:** An application to construct a 4,462 square foot restaurant with drive-through services and an outdoor dining patio for Raising Cane's on 1.46 acres in the proposed C-3 (General Commercial) Zone located at 1215 E. Ontario Avenue.

### **PROJECT LOCATION:**

1215 E. Ontario Avenue  
City of Corona, County of Riverside  
APN 170-180-052

### **PROJECT PROPONENT:**

Ruben Gonzalez  
PM Design Group, Inc.  
38 Executive Park, Suite 310  
Irvine, CA 92614

### **PROJECT DESCRIPTION:**

The project site is a 1.46-acre parcel located within an existing 2.17-acre commercial center constructed in 2008. The parcel contains a vacant 13,969 square foot commercial building formerly occupied by Fresh & Easy which will be demolished to accommodate a new 4,462 square foot restaurant with drive-through services to be occupied by Raising Cane's. The proposal warrants a modification to the original entitlement which is being reviewed under PPM2018-011. The project also includes a change of zone, CZ2018-0002, which is a proposal to change the parcel's current zoning of C-2 (Restricted Commercial) to C-3 (General Commercial) to allow for the drive-through restaurant as this type of use is currently not permitted under the existing C-2 zone. The change of zone will not impact the remaining portion of the commercial center which is already zoned C-3 and developed with a 2,220 square foot Del Taco drive-through restaurant.

The commercial center was previously analyzed for potential environmental impacts at the time the retail center was constructed. A Mitigated Negative Declaration was adopted by the City on November 21, 2007.

### **ENVIRONMENTAL SETTING:**

The commercial center is a fully developed site that contains two commercial buildings, a shared parking lot, and a single shared driveway located at the center's south perimeter that provides access from Ontario Avenue. The pad that is being developed for a drive-through restaurant is bordered by Rimpau Park to the west and north. Beyond the park to the north are residential developments. To the east of the subject pad is the Del Taco restaurant with light industrial



buildings located beyond Del Taco to the east. To the south is Ontario Avenue with commercial buildings located farther south.

#### **GENERAL PLAN \ ZONING:**

The General Plan designation of the subject parcel is GC (General Commercial). No changes are proposed to the General Plan designation of the parcel as the GC designation is intended for a broad range of commercial uses. Therefore, the C-3 zone maintains consistency with the General Plan.

The current C-2 zoning of the subject parcel permits a limited range of commercial uses including restaurants, but does not permit drive-through establishments. Thus, the applicant is proposing to change the zoning of the parcel to C-3 which permits drive-through establishments by right.

#### **STAFF RECOMMENDATION:**

The City's Staff, having undertaken and completed an initial study of this project in accordance with the City's "Local Guidelines for Implementing the California Environmental Quality Act (CEQA)", has concluded and recommends the following:

- ☒ The proposed project could not have a significant effect on the environment. **Therefore, a NEGATIVE DECLARATION will be prepared.**
- ☐ The proposed project could have a significant effect on the environment, however, the potentially significant effects have been analyzed and mitigated to below a level of significance pursuant to a previous EIR as identified in the Environmental Checklist attached. **Therefore, a NEGATIVE DECLARATION WILL BE PREPARED.**
- ☐ The Initial Study identified potentially significant effects on the environment but revisions in the project plans or proposals made by or agreed to by the applicant would avoid or mitigate the effects to below a level of significance. **Therefore, a MITIGATED NEGATIVE DECLARATION will be prepared.**
- ☐ The proposed project may have a significant effect on the environment. **Therefore, an ENVIRONMENTAL IMPACT REPORT is required.**
- ☐ The proposed project may have a significant effect on the environment, however, a previous EIR has addressed only a portion of the effects identified as described in the Environmental Checklist discussion. As there are potentially significant effects that have not been mitigated to below significant levels, a **FOCUSED EIR will be prepared to evaluate only these effects.**
- ☐ There is no evidence that the proposed project will have the potential for adverse effect on fish and wildlife resources, as defined in Section 711.2 of the Fish and Game Code.

## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The following indicates the areas of concern that have been identified as "Potentially Significant Impact" or for which mitigation measures are proposed to reduce the impact to less than significant.

- |  |  |   |
|--|--|---|
| <input type="checkbox"/> Land Use Planning           | <input type="checkbox"/> Biological Resources          | <input type="checkbox"/> Cultural Resources                 |
| <input type="checkbox"/> Population and Housing      | <input type="checkbox"/> Mineral Resources             | <input type="checkbox"/> Agricultural Resources             |
| <input type="checkbox"/> Geologic Problems           | <input type="checkbox"/> Hazards / Hazardous Materials | <input type="checkbox"/> Greenhouse Gases                   |
| <input type="checkbox"/> Hydrology and Water Quality | <input type="checkbox"/> Noise                         | <input type="checkbox"/> Tribal Cultural Resources          |
| <input type="checkbox"/> Air Quality                 | <input type="checkbox"/> Public Services               | <input type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> Transportation / Traffic    | <input type="checkbox"/> Utilities                     |   |
|  | <input type="checkbox"/> Aesthetics                    |   |

Date Prepared: February 8, 2019      Prepared By: Sandra Yang, Senior Planner

Contact Person: Sandra Yang      Phone: (951) 736-2434

### AGENCY DISTRIBUTION

(check all that apply)

- \_\_\_\_\_ Responsible Agencies
- \_\_\_\_\_ Trustee Agencies (CDFG, SLC, CDPR, UC)
- \_\_\_\_\_ State Clearinghouse (CDFG, USFWS, Redev. Projects)
- \_\_\_\_\_ SCAQMD (Includes technical studies)
- XX Pechanga
- XX Soboba
- \_\_\_\_\_ WQCB
- \_\_\_\_\_ Other: \_\_\_\_\_

### UTILITY DISTRIBUTION

XX Southern California Edison

Southern California Edison  
Adriana Mendoza-Ramos, Esq.  
Region Manager, Local Public  
Affairs  
1351 E. Francis St.  
Ontario, CA 91761

Southern California Edison  
Karen Cadavona  
Third Party Environmental Review  
2244 Walnut Grove Ave.  
Quad 4C 472A



*Note: This form represents an abbreviation of the complete Environmental Checklist found in the City of Corona CEQA Guidelines. Sources of reference information used to produce this checklist may be found in the City of Corona Community Development Department, 400 S. Vicentia Avenue, Corona, CA.*

**1. LAND USE AND PLANNING:**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Conflict with any land use plan/policy or agency regulation (general plan, specific plan, zoning)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with surrounding land uses	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Physically divide established community	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

The subject property is 1.46 acres and currently developed with approximately 14,000 square foot vacant commercial building that was formerly occupied by a Fresh & Easy neighborhood market. The property is one of two properties that make up a 2.17-acre commercial center located on Ontario Avenue, east of Rimpau Avenue. The applicant's proposed 4,462 square foot drive-through restaurant on the project site complies with the site's General Plan designation of General Commercial because the General Commercial designation is intended for a broad range of commercial uses including restaurants. However, the property requires a zone change from C-2 (Restricted Commercial) to C-3 (General Commercial) because the C-2 zone does not permit drive-through establishments while the C-3 zone does. The zone change would enable the development of a restaurant with drive-through services on the property by right. The proposed C-3 zone and drive-through restaurant do not conflict with the surrounding land uses nor will it physically divide established communities because the site is located in an area with similar and compatible land uses and shares the area with another restaurant having drive-through services. To the east are industrial properties zoned M-4 (Light Industrial). To the north is Rimpau Park. Single-family homes are located beyond the park to the north and have a distance and separation of 163 feet from the project site. Therefore, the park provides an adequate buffer between the homes and the project site. To the south is Ontario Avenue with a commercial retail center located farther south. There are no land use incompatibilities, and therefore, no mitigation is required.

**2. POPULATION AND HOUSING:**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Induce substantial growth	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing housing or people	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

The proposed project will not induce substantial growth or displace substantial numbers of existing housing or people because the site is already zoned for commercial purposes under the C-2 zone. Furthermore, the subject pad is located within an existing commercial center which contains no residential dwellings. Therefore, no mitigation is warranted as the proposed project will not impact population and housing within the city.

3. GEOLOGIC PROBLEMS:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Fault /seismic failures (Alquist-Priolo zone) /Landslide/Liquefaction	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Grading of more than 100 cubic yards	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Grading in areas over 10% slope	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantial erosion or loss of topsoil	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Unstable soil conditions from grading	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Expansive soils	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

A geotechnical investigation report was prepared for the project by Terracon Consultants (July 6, 2018). Per the report, there are no known active faults crossing or projecting through the site. The site is not located in an Alquist-Priolo Earthquake Fault Zone and thus, ground rupture due to faulting is considered unlikely at this site. The project will be subject to city and county local codes, the latest California Building Code (CBC), and the engineering recommendations in the project's geotechnical investigation report. Therefore, any potential impacts related to fault/seismic failures would be reduced to a less than significant impact and no further mitigation would be necessary.

Ground water was not encountered in borings conducted by Terracon Consultants for the geotechnical investigation report. The potential for liquefaction to occur at the site is low. The site is relatively flat and has no rock or landslide hazards, and the expansion potential for on-site soils is considered low. Development of the site would involve grading of more than 100 cubic yards. Per the applicant's conceptual grading plan, construction of the project would involve cutting 300 cubic yards while there would be 310 cubic yards of fill. Changes to the grade of the project site will be minimal as the applicant is proposing to match the finish floor of the new building to the existing building. There would be no grading in areas with greater than 10 percent slopes as the site is relatively flat. Adherence to the city's grading regulations and the grading specifications identified in the geotechnical investigation report would ensure a less than significant impact would occur and no further investigation would be required.

Development of the project would require the movement of on-site soils. Prior to the issuance of grading permits, the project applicant would be required to submit detailed grading plans for the project site, and would be required to comply with applicable City's grading regulations established in the Corona Municipal Code. Furthermore, development of the site would involve more than one acre; therefore, the proposed project is required to obtain a National Pollutant Discharge Elimination System (NPDES) permit. A Storm Water Pollution Prevention Plan (SWPPP) would also be required to address erosion and discharge impacts associated with the proposed on-site grading. Additionally, the project is required to submit a final Water Quality Management Plan (WQMP) which would identify measures to treat and/or limit the entry of contaminants into the storm drain system. Since the project is required to adhere to the City's grading regulations, obtain an NPDES Permit, and prepare an SWPPP and WQMP, impacts associated with soil erosion hazards are less than significant and no mitigation is required.

4. HYDROLOGY AND WATER QUALITY:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than significant Impact	No Impact
a. Violate water quality standards/waste discharge requirements	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Deplete groundwater supplies	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Alter existing drainage pattern	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Increase flooding hazard	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Degrade surface or ground water quality	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Within 100-year flood hazard area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Increase exposure to flooding	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Exceed capacity of storm water drainage system	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

The project proposes a smaller building compared to the existing building, and the project will increase the amount of landscaped areas on the project site. Therefore, development of the project site would decrease the area of impermeable surface paving which will result in a decrease in surface runoff. The applicant has submitted a preliminary Water Quality Management Plan (WQMP) prepared by Kimley Horn (January 2019) to ensure that the project addresses potential water quality impacts. The applicant will be required to implement on site the Best Management Practices (BMPs) identified in the preliminary WQMP to minimize pollutant runoff into the City's storm water drainage system. These include maintaining a repairing the on-site storm drain inlets periodically, providing regular maintenance of the landscaping, and sweeping sidewalks and parking areas regularly and to prevent accumulation of litter and debris. Prior to issuance of a grading permit, the applicant will be required to submit a final WQMP to be reviewed by the Corona Public Works Department. This will result in a less than significant impact to water quality and therefore, no further mitigation is required.

Development of the proposed project would result in impervious surfaces in the form of walkways, buildings, and a parking lot, and would alter the site's existing drainage patterns. As such, the project is designed so that surface runoff will be managed in three drainage management areas (DMAs). Two of the DMAs are designed to direct the flow of storm water into two drywells that are designed with an infiltration system. One drywell is located in the parking lot and the other is located at the northerly perimeter of the site. The third DMA is proposed as a self-treating landscaped area located at the north perimeter of the site. Appropriate collection and conveyance of storm water will ensure that the proposed flows and capacities generated by the new development will not exceed the capacity of the existing storm water system and will not increase the potential for onsite or offsite flooding. Therefore, impacts related to drainage would be less than significant and no mitigation is required.

According the Federal Emergency Management Agency (FEMA) Flood Insurance Rate maps (FIRMS), the project site is not located within the 100-year flood hazard area. Development of the project site will not result in a flooding hazard nor will it expose the site and surrounding area to flooding. Therefore, no impacts are anticipated with respect to flooding and no mitigation is required.

The site to be occupied by Raising Cane's restaurant is fully developed with pavement, landscaping, and a commercial building which will be demolished for the reconstruction of a new restaurant. There will be no grading in areas with greater than 10 percent slopes. Therefore, no impacts from implementation of the proposed development would occur and no mitigation would be required.



5. AIR QUALITY:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Conflict with air quality plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Violate air quality standard	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Net increase of any criteria pollutant	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to pollutants	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

An air quality assessment was prepared for the project by Kimley Horn (November 2018) to analyze potential air impacts associated with the proposed project. Emissions were calculated using the California Emission Estimator Model (CalEEMod) Version 2016.3.2, which was the latest version available at the time of the preparation of the report. The CalEEMod is a computer model approved by the South Coast Air Quality Management District (SCAQMD) to calculate criteria pollutant emissions. The following discusses the project's compliance with air quality plans and potential short-term and long-term air quality impacts.

The project site is located within the South Coast Air Basin, an area covering approximately 6,745 square miles and bounded by the Pacific Ocean to the west and south and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. Air quality within the Basin is regulated by the SCAQMD which is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the Basin is in nonattainment. The project would be subject to SCAQMD's Air Quality Management Plan (AQMP), which contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. The AQMP is based on projections originating with county and city general plans. Since the proposed project is required to be consistent with the City of Corona General Plan, the project would be consistent with the AQMP. Therefore, no impacts would occur with respect to AQMP implementation, and no mitigation measures are required.

Short-Term (Construction) Impacts

Short-term air impacts include construction related activities associated with the proposed project. These activities would result in emissions of ROG, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> which have regional significance thresholds established by the SCAQMD. Any project with daily regional emissions that exceed any of the regulated thresholds should be considered as having an individually and cumulatively significant air quality impact. It is anticipated that construction of the project would be completed in approximately five months. During construction, the project is expected to comply with the regulatory construction requirements under the SCAQMD Rules which include but are not limited to Rule 1403 (Asbestos), Rule 1113 (Architectural Coatings), and Rule 403 (Fugitive Dust). The project's estimated maximum daily construction emissions are summarized below in Table 5-A. As shown, emissions resulting from project construction would not exceed the SCAQMD regional thresholds of significance for regulated pollutants. Therefore, a less than significant impact would occur and no mitigation is required.

**TABLE 5-A**  
**Construction Related Emissions (lbs/day)**

Construction Year	Maximum Emissions (lbs/day)					
	ROG	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>	SO <sub>2</sub>
2019	4.40	23.57	16.61	1.76	2.78	0.03
SCAQMD Thresholds	75	100	550	150	55	150
Threshold Exceeded?	No	No	No	No	No	No

Localized Significance Thresholds Impacts

The project's air quality study also included a localized impacts analysis. The SCAQMD established Localized Significance Thresholds (LSTs) to show whether a proposed project would cause or contribute to localized air quality impacts at the nearest sensitive receptor. For the project, sensitive receptors would include the users of Rimpau Park located

approximately 50 feet northwest of the project site. LSTs take into account the size of the project and a project's distance to the sensitive receptor, and apply only to NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. Table 5-B shows that the project's construction emission rates would not exceed the SCAQMD's Localized Significance Thresholds (LSTs) established for sensitive receptors located 25 meters (82 feet) from the project site. Based on the LSTs analysis, none of the pollutants' emissions would exceed the SCAQMD thresholds for LSTs. Therefore, no mitigation is warranted.

#### Long-Term (Operational) Impacts

Long-term operational activities associated with the proposed project will result in emissions of ROG, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. Operational emissions would be expected from energy sources (electricity consumption), mobile sources (vehicle trips), and area sources (landscape equipment and architectural coating emissions). As shown in Table 5-B, the project's expected daily long-term emissions would not exceed the SCAQMD thresholds for VOC, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. Therefore, this would be less than significant and no mitigation is required.

**TABLE 5-B  
Project Operational Emissions**

Emissions Source	Estimated Emissions (lbs/day)					
	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Summer Emissions</b>						
Area Source Emissions	0.11	0.00	0.00	0.00	0.00	0.00
Energy Emissions	0.03	0.30	0.25	0.25	0.02	0.02
Mobile Emissions	2.43	15.21	15.99	15.99	0.91	3.29
Total	2.58	15.21	16.25	16.25	0.94	3.31
SCAQMD Thresholds	55	55	550	150	150	55
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Winter Emissions</b>						
Area Source Emissions	0.11	0.00	0.00	0.00	0.00	0.00
Mobile Emissions	0.03	0.30	0.25	0.00	0.02	0.02
Energy Emissions	2.01	14.93	15.27	0.05	0.91	3.29
Total	2.15	15.23	15.53	0.05	0.94	3.31
SCAQMD Thresholds	55	55	550	150	150	55
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

#### Odors

Land uses generally associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting operations, refineries, landfills, dairies, fiberglass molding facilities. The project does not contain land uses associated with emitting objectionable odors. Therefore, odors associated with the project's construction and operations would be less than significant and no mitigation would be required.

#### **6. TRANSPORTATION/TRAFFIC:**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable congestion management program	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Change in air traffic patterns	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Traffic hazards from design features	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Emergency access	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with alternative transportation policies (adopted policies, plans or programs for public transit, bicycle or pedestrian facilities)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### **Discussion:**

#### **Trip Generation Comparison Analysis**

A trip generation comparison analysis was prepared by Kimley Horn (November 9, 2018) to determine the net amount of

traffic that would be generated with the removal of the pre-existing Fresh & Easy market and the addition of traffic from the proposed Raising Cane's restaurant. The project trip generation takes into consideration trip credit for the pre-existing land use, as well as pass-by trip reductions. Pass-by trips are those motorists who are already traveling on the surrounding roadways from one place to another and are not necessarily adding "new" trips on the roadway system. An example of a pass-by trip would be an individual who stops at the project site on the way to or from work/school. A pass-by reduction factor of 25% was applied to the daily and PM peak hour trips for both the pre-existing Fresh & Easy market and the proposed Raising Cane's restaurant. A pass-by reduction factor was not applied to the AM peak hour trips since Raising Cane's will not be operating during the morning peak hours. Table 6-A summarizes the daily AM and PM peak hour trip generation estimates.

**Table 6-A**  
**Summary of Project Trip Generation**

Land Use	Trip Generation Estimates						
	Daily	AM Peak Hour <sup>1</sup>			PM Peak Hour		
		In	Out	Total	In	Out	Total
<b>EXISTING</b>							
Fresh & Easy market	1,563	34	22	56	69	66	135
Pass-by Trips (25% Daily, 25% PM)	-391	-	-	-	-17	-17	-34
<b>Total Net Trips for Existing Conditions</b>	<b>1,172</b>	<b>34</b>	<b>22</b>	<b>56</b>	<b>52</b>	<b>49</b>	<b>101</b>
<b>PROPOSED</b>							
Raising Cane's Restaurant w/Drive-Through	1,924	N/A	N/A	N/A	69	64	133
Pass-by Trips (25% Daily, 25% PM)	-481	-	-	-	-17	-16	-33
<b>Total Net Trips for Existing Conditions</b>	<b>1,443</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>52</b>	<b>48</b>	<b>100</b>
<b>NET DIFFERENCE (Proposed Minus Existing)</b>	<b>271</b>	<b>-34</b>	<b>-22</b>	<b>-56</b>	<b>0</b>	<b>-1</b>	<b>-1</b>

1. Raising Cane's is not open during the morning peak hour.
2. A pass-by reduction factor of 25% for daily and PM peak hour trips is applied for both uses.

As shown in Table 6-A, the Fresh & Easy market was estimated to generate approximately 1,172 daily trips, with 56 trips in the morning peak hour and 101 trips in the evening peak hour. The proposed Raising Cane's restaurant is estimated to generate approximately 1,443 daily trips, with 100 trips in the evening peak hour after pass-by reductions. There is no AM peak hour analysis for Raising Cane's since the restaurant will be closed during the morning peak hours. It should be noted that the trip generation estimates for Fresh & Easy are based on current trip generation rates provided by the Trip Generation Manual, 10<sup>th</sup> Edition (Institute of Transportation Engineers), whereas the original trip generation estimates originally analyzed for the Fresh & Easy building were based on the Trip Generation Manual, 7<sup>th</sup> Edition Manual. For reference, the original trip generation estimates which were conducted by Linscott, Law and Greenspan (May 2007) resulted in 1,171 daily trips, with 41 trips in the morning peak hour and 109 trips in the evening peak hour. While the original morning and evening peak hour trip estimates are different from the current morning and evening peak hour trip estimates, the overall daily trip estimates are only different by one daily trip. As such, the slight discrepancy between the original and current trip generate estimates is considered negligible.

In summary, the proposed Raising Cane's restaurant is estimated to add 271 more trips to the roadway on a daily basis compared to the prior use (Fresh & Easy market). However, this is considered to be a relatively minor increase in the daily traffic, plus the Raising Cane's will not be open during the morning peak hours. For the PM peak hour, there would actually be a reduction of one fewer trip in the evening peak hour traffic compared to the prior use. This is considered a less than significant impact and, therefore, no traffic mitigation is warranted.

#### **Queuing Analysis**

A queuing analysis was conducted by Kimley Horn (April 5, 2019) to evaluate the adequacy of the project's drive-through lane queueing capacity. The analysis analyzed three different Raising Cane's restaurant located in the cities of Laguna Hills, Orange, and Riverside.

None of the sites have dual drive-through lanes, but they were selected for the analysis because they have similar site characteristics as the proposed project which are the following:

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

The analysis observed the number of vehicles in the drive-through lane every 15 minutes within the lunch and dinner peak periods at each site on a typical weekday and Saturday. The following are the peak lunch and dinner periods for each site:

- Laguna Hills Site:
  - 11:00 AM to 2:00 PM (lunch-time)



- 4:00 PM to 7:00 PM (dinner-time)
- Orange Site:
  - 12:00 PM to 2:30 PM (lunch-time)
  - 7:00 PM to 9:30 PM (dinner-time)
- Riverside Site:
  - 11:00 AM to 2:00 PM (lunch-time)
  - 4:00 PM to 7:00 PM (dinner-time)

Tables 6B and 6C below summarize the average and peak number of vehicles in the drive-through lane at each site. The *Average Queue* number represents the average number of vehicles that were observed in the drive-through lane within each 15-minute interval during the lunch-time and dinner-time periods. The *Peak Queue* number represents the most number of vehicles that were observed in the drive-through lane within each 15-minute interval during the lunch-time and dinner-time periods.

**Table 6B**  
**Summary of Queueing Analysis – Typical Weekday**

Time Period	Laguna Hills		Orange		Riverside	
	Average Queue	Peak Queue	Average Queue	Peak Queue	Average Queue	Peak Queue
Lunch-Time	11	15	10	16	8	12
Dinner-Time	13	14	12	14	7	11

**Table 6C**  
**Summary of Queueing Analysis – Saturday**

Time Period	Laguna Hills		Orange		Riverside	
	Average Queue	Peak Queue	Average Queue	Peak Queue	Average Queue	Peak Queue
Lunch-Time	9	10	10	13	10	12
Dinner-Time	10	13	15	17	8	11

The drive-through queueing capacity for the Laguna Hills and Orange sites is 7 to 9 vehicles. The drive-through queueing capacity for the Riverside site is 10 to 13 vehicles. As shown by the data collected in Tables 1 and 2, the average number of vehicles that utilize the Laguna Hills drive-through slightly exceeds the site's drive-through queueing capacity (7 to 9 vehicles). The average number of vehicles utilizing the Orange drive-through also slightly exceeds the site's drive-through queueing capacity (7 to 9 vehicles). As for the Riverside site, the average number of vehicles utilizing the site's drive-through does not exceed the site's drive-through queueing capacity (10 to 13 vehicles).

The analysis noted the following general observations at the sites:

- Spillovers outside the drive-through lanes occurred occasionally and lasted briefly.
- On occasion, the spillover was due to a delay at the order board rather than a lack of capacity in the drive-through lane. The delay was typically due to a large order or indecisiveness on the part of the customer. Once a customer finished ordering at the menu and pulled forward, the remaining cars in the queue would move through the drive-through lane at a normal pace.
- Some customers were observed evaluating the wait time and queue lines and chose to park and go into the building.

Raising Cane's typical service time in the drive-through lane is 2.5 minutes from the menu board to the pick-up window, with a vehicle being processed and processing through the order board, pay window and pick-up window every 35 to 40 seconds during the peak periods. Based on this information and queueing formulas taken from the Institute of Transportation Engineers (ITE) Transportation Planning Handbook, 3<sup>rd</sup> Edition, the analysis indicates that the average number of vehicles in the drive-through queue for the Raising Cane's in Corona is estimated to be 9 vehicles during the peak times. The current site plan proposes a queueing capacity for 34 total vehicles. The probability of exceeding 34 vehicles is estimated to be unlikely at 3.1 percent. The ITE queueing analysis is based on a single-lane drive-through for a more conservative approach. The dual-lane design for the Raising Cane's in Corona will allow orders to be processed more efficiently and lower the number of vehicles in the queue. Therefore, no impacts are anticipated and no mitigation is warranted.

7. BIOLOGICAL RESOURCES:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Endangered or threatened species/habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Riparian habitat or sensitive natural community	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Adversely affects federally protected wetlands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interferes with wildlife corridors or migratory species	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflicts with local biological resource policies or ordinances	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflicts with any habitat conservation plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

The project site is located within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) area, within the Temescal Canyon Area Plan. The site is not located within an MSHCP criteria cell. It is also not located within a survey area that requires habitat assessment for sensitive or threatened species. There is no evidence that the project site contains habitat for any listed threatened or endangered species as the project site already contains an existing commercial center. Per CMC Section 16.33.140, the project is exempted from the MSHCP mitigation fees since the project involves development within a project area that is already improved. Therefore, no impact associated with endangered or threatened species or habitat would occur and no mitigation would be required.

As previously stated, the site is an existing commercial development and contains no riparian habitat, sensitive natural communities, or wetlands. Therefore, reconstruction of the 1.46-acre pad for a drive-through restaurant would not impact riparian habitat, any sensitive natural communities, or federally protected wetlands and no mitigation would be required.

The project site is located in a developed area bounded by existing developments to the north, east, south, and west. Therefore, developing the project site would not interfere with wildlife movement and no mitigation would be required.

8. MINERAL RESOURCES:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Loss of mineral resource or recovery site	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

Per Figure 4.5-7 of the General Plan Technical Background Report, the project site does not contain mineral resources. Therefore, the project does not impact mineral resources, and no mitigation is warranted.

9. HAZARDS AND HAZARDOUS MATERIALS:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Transport, use or disposal of hazardous materials	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Risk of accidental release of hazardous materials	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Hazardous materials/emissions within ¼ mile of existing or proposed school	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Located on hazardous materials site	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with Airport land use plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair emergency response plans	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Increase risk of wildland fires	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

A Phase I Environmental Site Assessment (ESA) was conducted for the project by Terracon Consultants (June 29, 2018). Based on Terracon's review of historic information on the project site, the site consisted of agricultural land and/or vacant land from as early as 1902 until 2008 when the site was developed with the current commercial center. Selected federal and state environmental regulatory databases were also reviewed in addition to a site reconnaissance which was conducted by Terracon staff. No recognized environmental conditions were found. Therefore, a Phase II ESA was not recommended and no further mitigation was required.

There is no school located within a ¼ mile of the project site. The nearest school is Anthony Elementary School, which is located approximately 1.0 mile southwest of the project site. Located between the project site and school are a commercial center and residential neighborhoods. Development of the proposed project is for a restaurant and is expected to not include any activities that would result in hazardous emissions or handle hazardous materials, substances, or waste in a manner that could result in toxic emissions. As such, no impact associated with this issue is anticipated to occur and no mitigation would be required.

The nearest airport to the project site is the Corona Municipal Airport, located approximately 5.4 miles northwest of the project site. Based on the Riverside County Airport Land Use Compatibility Plan (ALUCP), the project site is not within any identified safety or compatibility zone and therefore, does not conflict with the ALUCP and no mitigation is warranted.

The project site is not located in close proximity to the Cleveland National Forest nor is it considered an area that can be described as a wildland area. The project site is an infill site located within an urbanized area. Due to the urbanized nature of the surrounding area, the proposed development would not be considered at high risk for fire hazards. Furthermore, all development within the City is required to comply with all fire code requirements associated with adequate fire access, fire flows, and number of hydrants. Therefore, no impacts are anticipated and no mitigation is required.

10. NOISE:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Exceed noise level standards	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Exposure to excessive noise levels/vibrations	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Permanent increase in ambient noise levels	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Temporary increase in ambient noise levels	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with Airport Land Use Plan noise contours	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

A noise analysis was prepared for the project by Kimley Horn (November 2018) to evaluate the potential noise impacts



associated with the project. The nearest sensitive receptor to the project site is Rimpau Park which borders the project site to the north and west. The activity area within the park that is nearest to the project site is a sidewalk which is approximately 50 feet northwest from the project property line. Additional sensitive receptors are existing single-family residences that are located across the park to the north. The nearest residences are approximately 170 feet from the project property line. The following discusses the project's short-term and long-term potential noise impacts to sensitive receptors.

### **Short-term Construction Noise**

Short-term noise exposure would include noise during construction. This would come from using heavy machinery during grading and clearing of the site as well as during construction and paving of the project. Some of the highest noise levels that are anticipated to occur during project construction would be from pavers which can generate noise around 89 dBA measured at a distance of 25 feet. Rimpau Park visitors and the nearest residential uses that are 170 feet to the north of the project site may be exposed to elevated noise levels during project construction. However, construction noise would be acoustically dispersed throughout the project site and not concentrated in one area near surrounding sensitive uses. Construction noise would also be sporadic and variable in nature. Additionally, the project would be required to comply with the City's construction noise hours in the Corona Municipal Code which prohibits construction noise from between the hours of 8:00 p.m. to 7:00 a.m., Monday through Saturday, and 6:00 p.m. to 10:00 a.m. Sundays and federal holidays. This would reduce noise impacts to a less than significant level and therefore, no mitigation would be required.

### **Long-term Operational Noise**

Long-term noise sources associated with the Raising Cane's restaurant would be the drive-through operations (ordering intercom and announcements from the public address system), vehicles idling/queuing. Additional noise sources include mechanical equipment, parking lot noise, and people dining in the outdoor patio proposed on the south side of the building.

### **Drive-Through Noise**

The proposed restaurant would be open from Sunday through Thursday between 9:00 a.m. to 2:00 a.m., and Friday and Saturday between 9:00 a.m. to 3:00 a.m. The drive-through will have two menu boards and intercoms which would be located on the north side of the proposed building. The measured noise level associated with active drive-through operations is 64 dBA measured at a distance of 20 feet. As previously discussed, the nearest sensitive noise receptors are park visitors and the residences located approximately 170 feet north of the project site's north property line. The closest menu board/intercom is located approximately 30 feet south from the same property line. The project site has an existing six-foot high block wall that will remain at the site's north property line. This wall separates the sensitive receptors from the project site and would attenuate noise by 8 dBA. Attenuation over distance and from the wall would reduce noise levels at the park and the closest residences to 48 and 37 dBA, respectively. Therefore, the drive-through noise levels would be below the city's exterior noise standards for residential and sensitive land uses, which permits a maximum allowable exterior noise level of 50 dBA from 10:00 p.m. to 7:00 a.m., and 55 dBA from 7:00 a.m. to 10:00 p.m. This is considered a less than significant and, as such, no mitigation would be required.

### **Mechanical Equipment**

Mechanical equipment typically generate noise levels of approximately 50 to 60 dBA at a distance of 50 feet. HVAC equipment is expected to be mounted on the rooftop of the new Raising Cane's building at a minimum distance of approximately 100 feet away from park visitors and 360 feet away from the nearest residences to the north. Typical noise levels from HVAC equipment at 100 feet are approximately 54 dBA, which is below the city's 55 dBA daytime noise standard. Since Rimpau Park is open from 8:00 a.m. to 10:00 p.m., the city's 50 dBA nighttime noise standard would not apply. HVAC noise levels at the nearest residences would be 43 dBA, which is below the city's 55 dBA daytime and 50 dBA nighttime noise standards. Therefore, the proposed project would result in a less than significant impact and no mitigation would be required.

### **Parking Lot Noise**

Parking lot activities like car door slamming, engine starting up, and car pass-bys are expected on the project site. The noise levels from these types of activities typically range from 60 to 63 dBA. Conversations in the parking lot typically range from 33 dBA at 50 feet for normal speech to 50 dBA at 50 feet for very loud speech. Parking lot noise on the project site would be consistent with the existing noise in the vicinity and would be partially masked by background noise from vehicular traffic in the area. Therefore, noise impacts from the project's parking lot would be less than significant and no mitigation would be required.

### **Off-Site Traffic Noise**

Implementation of the project would generate increased traffic volumes along the nearby roadways. According to the

project's traffic analysis prepared by Kimley Horn, the project would result in 271 daily trips more than what was generated by the Fresh & Easy market. The project's increase in traffic would result in noise increases on project area roadways. In general, a traffic noise increase of 3 dBA is barely perceptible to people, while a 5-dBA increase is readily noticeable. Generally, traffic volumes on project area roadways would have to double for the resulting traffic noise levels to increase by 3 dBA. The city's General Plan classifies Ontario Avenue as a major arterial (6-lane) with an average daily traffic capacity of 53,900 vehicles. Therefore, the proposed project would not generate enough traffic to result in a permanent 3-dBA increase in the ambient noise levels. This would be a less than significant impact and no mitigation would be required.

### Vibration

Per the Federal Transit Administration (FTA), vibration velocities from typical heavy construction equipment operations that would be used during project construction range from 0.0003 to 0.089 inches per second peak particle velocity (PPV) at 25 feet from the source of activity. The FTA establishes that a vibration level of up to 0.20 inches per second is considered safe and would not result in any construction vibration damage. The nearest residential land use to the north is approximately 180 feet from the project site. Since values at 25 feet from a vibration source are shown to be well below the FTA's 0.20 PPV threshold, it can be assumed that at a greater distance this vibration velocity would be even less. Therefore, vibration impacts from development of the project site would be less than significant and no mitigation would be required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>11. PUBLIC SERVICES:</b>				
a. Fire protection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Police protection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Schools	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Parks & recreation facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Other public facilities or services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### **Discussion:**

Development of the project site does not warrant the construction of new public service facilities such as police and fire stations, parks or other similar facilities. Therefore, the project will have no impact on public services.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>12. UTILITIES:</b>				
a. Exceed wastewater treatment requirements	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Involve construction/expansion of water or wastewater treatment facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Involve construction/expansion of storm drains	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Sufficient water supplies/compliance with Urban Water Management Plan.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Adequate wastewater treatment capacity	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Adequate landfill capacity	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Comply with solid waste regulations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### **Discussion:**

The installation of impermeable surfaces, such as buildings and pavement, generally increases the velocity and volume of surface runoff. As runoff flows over lawns, gardens, sidewalks, and streets, it carries off pollutants such as automobile oil and antifreeze, pesticides, pet waste, and litter into the storm drain system. The storm drain system collects water from the streets and transports it directly or indirectly to local water supplies and nearby waterways where it is typically not filtered

or treated. The project will be designed to include drainage management areas that will direct the flow of storm water into drywells designed with infiltration systems to capture additional runoff created by the proposed project. The project is required to adhere to storm drainage requirements found within the NPDES permit process as well as provisions required by the Public Works Department. Since the proposed project would be required to adhere to NPDES permit requirements and City of Corona storm water provisions, impacts associated with this issue are considered to be less than significant and no mitigation would be required.

Waste Management (WM) is contracted by the City of Corona as the sole hauler of solid waste and provider of recycling services. WM provides refuse collection to residential, commercial, and industrial customers. Based on the solid waste generation identified in Table 12-A, the proposed commercial project would generate approximately 0.03 tons/day of solid waste. Solid waste from the project would be transported to the El Sobrante landfill located at 10910 Dawson Canyon in Corona. The El Sobrante landfill accepts a maximum 16,054 tons of waste per day and has a remaining capacity of 145,530,000 tons and an estimated closure date of 2045 (<http://www.calrecycle.ca.gov/SWFacilities/Directory/33-AA-0217/Detail/>).

**TABLE 12-A**  
**Project Solid Waste Projections**

Proposed use	Square foot or dwelling unit	Solid Waste Generation Factor	Project Solid Waste Generated (tons/year)
Commercial	4,462 sf	0.0024 tons/sf/year <sup>1</sup>	10.70
<b>TOTAL (tons/year)</b>			<b>10.70</b>
<b>TOTAL (tons/day)</b>			<b>0.02</b>

1. Source: Table 4.5-5 Generation of Solid Waste at General Plan buildout within the City, City of Corona General Plan Final Environmental Impact Report, March 2004

Development of the proposed project would not significantly impact current operation of or the expected lifetime of the El Sobrante Landfill because solid waste generated by the proposed project represents substantially less than one percent of the landfill's maximum allowable daily capacity. Additionally, solid waste service fees would be charged to individual property owners when services is initiated to offset operation costs associated with solid waste collection and disposal. Therefore, the project is anticipated to create a less than significant impact to landfill capacity and no mitigation would be required.

### 13 AESTHETICS:

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Scenic vista or highway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Degrade visual character of site & surroundings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Light or glare	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Scenic resources (forest land, historic buildings within state scenic highway)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion:

Per Figure 4.4.2 of the City of Corona General Plan Technical Background Report, Ontario Avenue is considered a scenic highway from Oak Avenue to State Street, which provides views of the Santa Ana Mountains to the west and the low foothills of the San Bernardino Mountains to the east. The section of Ontario Avenue that fronts the project site is part of this scenic highway stretch. The proposed project is not so large in scale as to obstruct any scenic vistas. Furthermore, the Corona Municipal Code implements development and landscape standards for commercial projects in the C-3 zone to ensure the project is designed, constructed, and landscaped to be aesthetically pleasing and attractive to its surrounding areas and to ensure there is no degradation to this scenic corridor. Therefore, no mitigation is required.

The project site is not located adjacent to any sensitive land uses. The nearest sensitive land use is a residential neighborhood which is located approximately 170 feet north of the project site on the other side of Rimpau Park. As such, light or glare from the project is not expected to be an issue. Nevertheless, the project is required to comply with CMC 17.84.070 which requires all areas of exterior lighting to be designed to direct light downward with minimal spillover onto adjacent sensitive land uses. Therefore, no mitigation is required.

The project site is not located immediately adjacent to any forest lands. There are no historic buildings located in the vicinity of the project site. No State-designated scenic highway is located within the vicinity of the project site. Therefore, the project would not impact scenic resources and no mitigation is required.



14. CULTURAL RESOURCES:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Historical resource	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Archaeological resource	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Paleontological resource or unique geologic feature	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Disturb human remains	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion:**

The project is subject to tribal consultation under AB 52. The Community Development Department initiated the process by notifying five local Native American tribes of the proposed project through the city's Letter of Transmittal dated December 5, 2018. The Department received a request dated December 31, 2018 from Mr. Joseph Ontiveros, Tribal Historic Preservation Officer for the Soboba Band of Luiseno Indians requesting consultation on the project. Staff reached out to Mr. Ontiveros via email on January 8, 2019 followed by a second email sent on January 22, 2019; however, no response was received from Mr. Ontiveros. As such, staff ended the consultation process on January 25, 2019. However, in order to address inadvertent findings of cultural resources and/or human remains during project construction, the applicant is required to comply with the following condition which has been added to the conditions of approval for PPM2018-001:

If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission must be contacted within 24 hours. The Native American Heritage Commission must then immediately identify the "most likely descendant(s)" of receiving notification of the discovery. The most likely descendant(s) shall then make recommendations within 48 hours, and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98.

Compliance with the above condition of approval would reduce any potential impacted related to cultural resources to a less than significant impact. Therefore, no further mitigation is required.

15. AGRICULTURE RESOURCES:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Williamson Act contract	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conversion of farmland to nonagricultural use	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

The California Land Conservation Act of 1965, commonly referred to as the Williamson Act, enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments which are much lower than normal because they are based upon farming and open space uses as opposed to full market value. The purpose of the Act is to encourage property owners to continue to farm their land, and to prevent the premature conversion of farmland to urban uses. The project site is not located within a Williamson Act contract area. Therefore, no impact to Williamson Act lands will result from the proposed development and no mitigation is required.

The project site is not a designated farmland per the farmland maps compiled by the California Department of Conservation, Farmland Mapping and Monitoring Program (FMMP). For this reason, development of the project site would not result in the conversion of farmland to nonagricultural uses; therefore, there would be no impacts and no mitigation would be required.

**16. GREENHOUSE GAS:**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Generate greenhouse gases	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with a plan, policy or regulation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion:**

The City of Corona adopted the City of Corona Climate Action Plan (CAP) in 2012 which utilizes the *Greenhouse Gas Emissions CEQA Thresholds and Screening Tables* to determine whether or not a project would have a significant impact on greenhouse gas emissions. The screening tables are to provide guidance in measuring GHG reductions attributable to certain design and construction measures incorporated into development projects. Projects that garner at least 100 points will be consistent with the reduction quantities anticipated in the City's CAP and would thus be considered less than significant. Utilizing the screening tables would also allow the City to meet its GHG emissions target for year 2020.

Per the CAP, small projects that are expected to emit GHG emissions that are less than 3,000 MtCO<sub>2</sub>e (metric tons of CO<sub>2</sub>e equivalent) are not required to utilize the screening tables as they would be expected to have a less than significant individual and cumulative impact for GHG emissions. To demonstrate that the applicant's project is a "small project" a greenhouse gas analysis was prepared for the project by Kimley Horn (November 2018) analyzing the project's anticipated construction and operational emissions. As it pertains to construction emissions, the SCAQMD does not have specific thresholds for construction emissions; rather, SCAQMD recommends amortization of construction emissions over the life of the project which is defined as 30 years, and adding the amortized construction emissions to operational emissions to estimate the yearly emissions from the project. Based on the project's GHG study, the greenhouse gas emissions associated with the construction of the project is estimated to be approximately 135 MTCO<sub>2</sub>e. Amortized over 30 years, the project emissions would be approximately 5 MTCO<sub>2</sub>e per year. As it pertains to operational emissions, the project is anticipated to emit 7 MTCO<sub>2</sub>e annually from various direct and indirect sources including project generated vehicular traffic, on-site consumption of natural gas, operation of landscaping equipment, off-site use of electrical power and water, generation of solid waste, and refrigerators. Table 16-A shows that the combine amount of construction and operational GHG emissions that the project would generate annually is 12 MTCO<sub>2</sub>e. These emissions would not exceed the threshold of 3,000 MTCO<sub>2</sub>e per year for small land use projects and thus, the project was not required to use the screening tables which demonstrates the project's compliance with the CAP. Therefore, the project would result in a less than significant impact and no mitigation is warranted.

**Table 16-A  
Project Greenhouse Gas Emissions**

Emissions Source	Annually
Construction Emissions (135 MTCO <sub>2</sub> e Amortized Over 30 Years)	5
Operational Emissions (energy, mobile, waste, waste, and refrigeration)	7
<b>Total</b>	<b>12</b>
<i>SCAQMD Threshold</i>	<i>3,000</i>
<b>Threshold Exceeded?</b>	<b>No</b>

**17. TRIBAL CULTURAL RESOURCES**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code section 21074 that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

The project site is not listed on the California Register of Historical Resources or on the City's register of historic resources.

*See 14 above for additional discussions that apply to Tribal Cultural Resources.*

**18. MANDATORY FINDING OF SIGNIFICANCE:**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Fish/ wildlife population or habitat or important historical sites	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cumulatively considerable impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantial adverse effects on humans	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Short-term vs. long-term goals	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

The project site is located within an existing commercial center surrounded by development. Based on the site's existing improved condition, there are no riverines, vernal pools, ponded areas, depressions or areas where water pools on the site. There are also no streams or wetlands. Therefore, there is no evidence before the City that the project will have an adverse effect on fish or wildlife resources, cumulatively considerable impacts, or substantial adverse effects on humans, and no mitigation is required.

**19. PREVIOUS ENVIRONMENTAL ANALYSIS:**

Earlier analysis may be used when one or more of the environmental effects have been adequately analyzed in an earlier EIR or Negative Declaration (Section 15063).

**DOCUMENTS INCORPORATED BY REFERENCE:**

1. City of Corona General Plan, March 17, 2004
2. Air Quality Assessment for Raising Cane's Restaurant, Kimley Horn, November 2018
3. Acoustic Assessment for Raising Cane's Restaurant, Kimley Horn, November 2018
4. Phase 1 Environmental Site Assessment, Terracon Consultants, June 29, 2018
5. Drainage Study For Raising Cane's, John Pollock, P.E., October 31, 2018
6. Geotechnical Engineering Report, Terracon Consultants, July 6, 2018
7. Greenhouse Gas Emissions Assessment for Raising Cane's, Kimley Horn, November 2018
8. Trip Generation Comparison Memorandum for Raising Cane's, Kimley Horn, November 9, 2018
9. Queueing Analysis, prepared by Kimley Horn, April 5, 2019



April 5, 2019

Ms. Kristen Roberts  
Raising Cane's  
6800 Bishop Road  
Plano, TX 75024

Subject: *Drive-through Queuing Analysis for the Proposed Raising Cane's Project  
Located at 1215 Ontario Avenue in the City of Corona*

Dear Ms. Roberts:

This memorandum has been prepared to evaluate the drive-through queuing capacity of a proposed Raising Cane's restaurant located at 1215 Ontario Avenue in the City of Corona.

## PROJECT DESCRIPTION

The project site is located on the north side of Ontario Avenue between Rimpau Avenue and California Avenue in the City of Corona. The site is bounded by Rimpau Park to the north and west, Del Taco to the east, and Ontario Avenue to the south. The site is currently occupied by a vacant commercial building. Raising Cane's proposes to demolish the existing building and develop a 4,086-square-foot quick-service restaurant with two drive-through lanes that merge into one drive-through lane after the order boards. The project location is shown on Figure 1. The proposed project site plan is shown on Figure 2.

Access to the Raising Cane's site would be provided primarily by two unsignalized driveways on Ontario Avenue:

- One existing shared driveway
- One proposed right-in-right-out only driveway

## DRIVE-THROUGH QUEUING ANALYSIS

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

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

pick-up window. There will be approximately 560 feet of total queuing lane capacity (approximately 280 feet per lane) from the opening of the two drive-through lanes to the two order boards and approximately 120 feet from the order boards to the pick-up window. This would provide a total drive-through queue length of approximately 680 feet, for a drive-through queuing capacity of 27 to 34 vehicles, assuming 20 to 25 feet per vehicle, from the beginning of the drive-through lanes to the pick-up window.

### Queuing Data Collection

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

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

These sites do not have dual side-by-side drive-through lanes or dual order boards. The drive-through queuing capacity for the Laguna Hills and Orange sites is 7 to 9 vehicles, assuming 20 to 25 feet per vehicle. The drive-through queuing capacity for the Riverside site is 10 to 13 vehicles, assuming 20 to 25 feet per vehicle.

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

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

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

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

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

The data summaries on Tables 1 and 2 present the number of vehicles in the drive-through lane, broken down into 15-minute periods, based on the observed average queue, 85th percentile queue, and the peak queue for each of the data collection periods. A copy of the queuing data collection worksheets is provided in *Attachment A*.

### Queuing Observations

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

#### Laguna Hills Site

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

#### Orange Site

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



## Riverside Site

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

## General Observations

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

## Drive-through Queue Length Calculation

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

Raising Cane's typical service time in the drive-through is 2-1/2 minutes from the order board to the pick-up window, with a vehicle being processed and progressing through the order board, pay window and pick-up window every 35 to 40 seconds during the peak drive-through periods. Assuming the more conservative processing time of 40 seconds, and applying the ITE queuing formulas, the analysis indicates that the average queue length is estimated to be 9 vehicles, and that the probability that the queue would be exactly 34 vehicles would be 0.3%. The probability of exceeding 34 vehicles is estimated to be 3.1%. The queuing calculation worksheet and formulas are provided as *Attachment B* of this report.

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

#### Side-by-Side Operational Features

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

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

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

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

#### CONCLUSION

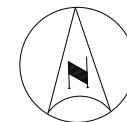
The proposed Raising Cane's duo drive-through lanes would provide a total queue length of approximately 680 feet, for a queuing capacity for 27 to 34 vehicles, assuming 20 to 25 feet per vehicle, from the beginning of the drive-through lanes to the pick-up window. Based on the drive-through queuing data collection and analysis presented in this memorandum, the overall average number of queued vehicles is estimated to be 9 (calculated at 8.67 and rounded up to 9) during the peak drive-through operations. The peak 85<sup>th</sup> percentile queue is estimated to be 17 vehicles during the peak 15-minute time period. The peak queue is estimated to be 17 vehicles during the peak 15-minute time period.

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



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





NOT TO SCALE

Proposed  
Project Site

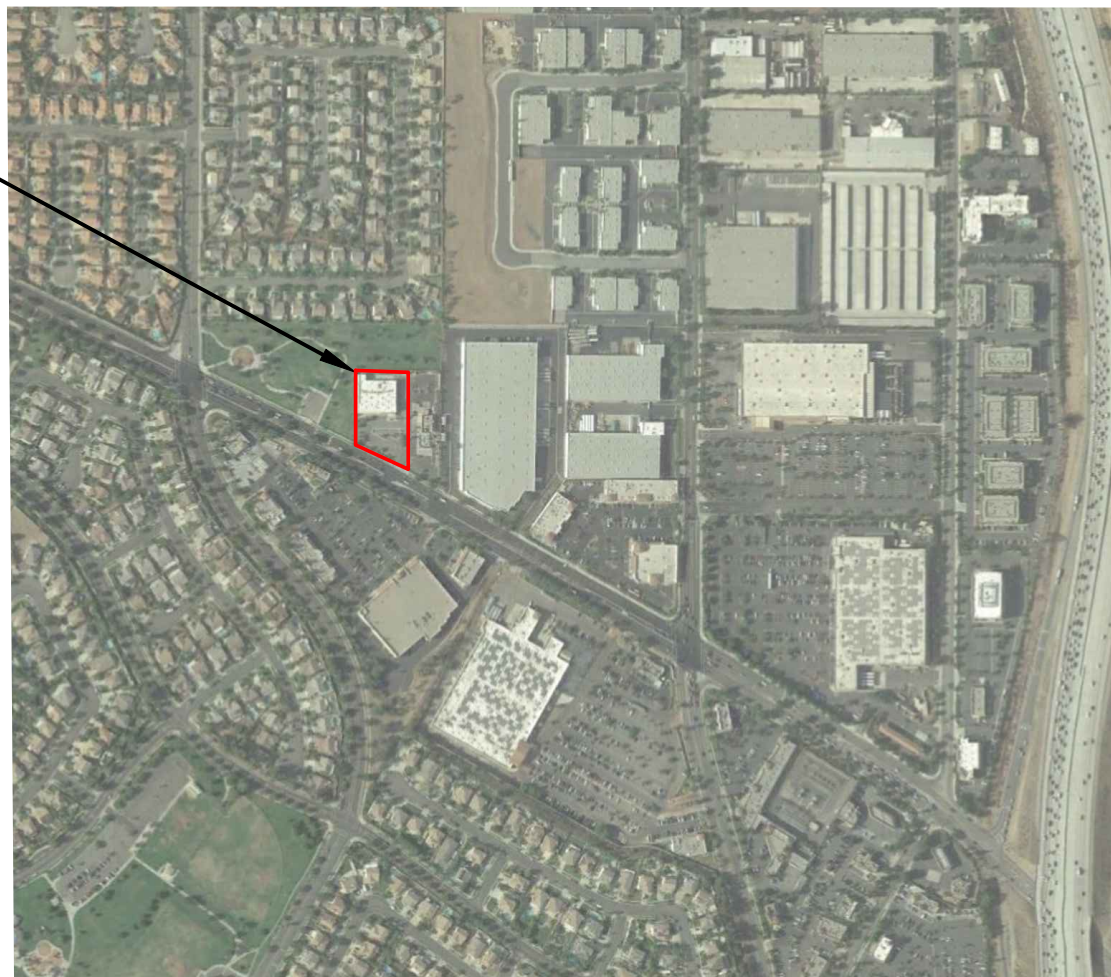


FIGURE 1  
PROJECT LOCATION



TABLE 1  
SUMMARY OF DRIVE-THROUGH QUEUING DATA COLLECTION  
RAISING CANE'S - TYPICAL WEEKDAY  
AVERAGE, 85TH PERCENTILE, AND PEAK QUEUES

Time Period	Number of Drive-through Vehicles in the Queue								
	Average Queue			85th %-ile * Queue			Peak Queue		
	Laguna Hills	Orange	Riverside	Laguna Hills	Orange	Riverside	Laguna Hills	Orange	Riverside
<b>Lunch</b>									
11:00-11:15 AM	1.5		1.7	2.7		3.0	3		4
11:15-11:30 AM	1.7		3.1	2.0		5.0	3		6
11:30-11:45 AM	2.6		1.1	4.0		2.0	5		2
11:45-12:00 PM	4.1		3.0	7.2		4.0	11		5
12:00-12:15 PM	3.9	5.6	5.4	7.0	7.0	7.0	9	14	8
12:15-12:30 PM	9.0	6.6	4.9	13.0	8.0	7.9	15	13	9
12:30-12:45 PM	10.6	7.0	7.8	12.8	9.0	9.9	13	10	12
12:45-1:00 PM	7.0	9.7	5.6	9.0	13.0	6.9	9	16	7
1:00-1:15 PM	5.2	9.0	5.2	7.0	11.0	7.0	8	13	8
1:15-1:30 PM	5.8	6.6	6.6	8.0	9.0	9.0	10	11	10
1:30-1:45 PM	2.8	3.9	4.5	5.0	5.0	7.0	6	7	9
1:45-2:00 PM	3.5	3.6	5.0	4.5	5.0	6.0	6	6	7
2:00-2:15 PM		3.6			5.0			5	
2:15-2:30 PM		2.9			5.0			6	
Highest Value	10.6	9.7	7.8	13.0	13.0	9.9	15	16	12
<b>Dinner</b>									
4:00-4:15 PM	5.6		3.5	7.0		5.0	8		6
4:15-4:30 PM	6.2		2.0	8.0		3.0	9		4
4:30-4:45 PM	5.9		3.8	7.0		6.0	9		7
4:45-5:00 PM	5.5		6.2	7.0		9.0	9		10
5:00-5:15 PM	5.4		2.2	7.0		4.9	8		6
5:15-5:30 PM	5.8		3.6	7.0		6.0	9		8
5:30-5:45 PM	7.1		5.3	8.0		8.9	10		10
5:45-6:00 PM	10.9		2.7	12.0		4.0	13		6
6:00-6:15 PM	8.6		6.7	10.4		9.0	11		11
6:15-6:30 PM	10.8		6.3	12.0		7.9	13		9
6:30-6:45 PM	11.1		4.5	12.5		6.9	14		8
6:45-7:00 PM	12.8		3.1	14.0		4.0	14		5
7:00-7:15 PM		11.0			12.0			14	
7:15-7:30 PM		11.5			13.0			14	
7:30-7:45 PM		8.6			10.0			12	
7:45-8:00 PM		8.3			10.0			12	
8:00-8:15 PM		9.4			11.0			13	
8:15-8:30 PM		8.5			11.0			12	
8:30-8:45 PM		6.4			9.0			10	
8:45-9:00 PM		5.2			7.0			8	
9:00-9:15 PM		6.4			8.1			10	
9:15-9:30 PM		7.5			9.3			12	
Highest Value	12.8	11.5	6.7	14.0	13.0	9.0	14	14	11

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



TABLE 2  
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	Laguna Hills	Orange	Riverside	Laguna Hills	Orange	Riverside
Lunch									
11:00-11:15 AM	3.0		2.3	4.3		5.8	5		6
11:15-11:30 AM	1.8		2.3	3.0		5.8	4		6
11:30-11:45 AM	5.3		4.9	8.0		6.0	12		9
11:45-12:00 PM	7.5		1.9	10.0		3.9	12		5
12:00-12:15 PM	4.7	5.5	8.0	5.0	8.0	10.0	6	9	11
12:15-12:30 PM	4.1	6.8	4.9	5.0	8.7	6.9	6	10	8
12:30-12:45 PM	8.2	5.8	6.7	12.0	7.1	7.9	13	9	9
12:45-1:00 PM	9.3	6.8	7.9	11.0	8.0	9.0	12	9	12
1:00-1:15 PM	7.2	10.4	8.6	9.0	12.0	9.9	14	13	11
1:15-1:30 PM	7.3	9.4	8.1	9.0	12.0	9.9	10	13	12
1:30-1:45 PM	6.9	8.5	9.5	9.0	11.0	10.0	10	13	12
1:45-2:00 PM	7.3	3.9	8.0	8.8	5.4	9.0	10	6	10
2:00-2:15 PM		5.0			7.0			8	
2:15-2:30 PM		6.4			8.0			10	
Highest Value	9.3	10.4	9.5	12.0	12.0	10.0	14	13	12
Dinner									
4:00-4:15 PM	6.2		5.8	8.5		8.9	11		10
4:15-4:30 PM	4.5		7.1	5.1		8.9	6		11
4:30-4:45 PM	2.0		4.9	3.0		6.0	4		9
4:45-5:00 PM	5.2		3.9	6.0		6.0	8		7
5:00-5:15 PM	5.6		4.7	7.0		7.0	9		8
5:15-5:30 PM	10.0		4.2	12.0		5.0	12		6
5:30-5:45 PM	6.1		3.7	7.3		5.0	11		6
5:45-6:00 PM	7.3		2.1	11.3		3.0	13		4
6:00-6:15 PM	8.7		2.9	11.0		6.0	12		7
6:15-6:30 PM	8.6		2.8	11.0		4.8	13		6
6:30-6:45 PM	6.0		7.2	7.3		9.0	10		10
6:45-7:00 PM	4.7		7.8	7.0		9.0	8		11
7:00-7:15 PM		9.2			10.5			13	
7:15-7:30 PM		11.6			13.0			13	
7:30-7:45 PM		10.8			13.0			16	
7:45-8:00 PM		4.2			6.0			11	
8:00-8:15 PM		5.4			8.0			10	
8:15-8:30 PM		8.9			11.0			12	
8:30-8:45 PM		8.8			11.0			13	
8:45-9:00 PM		15.0			17.0			17	
9:00-9:15 PM		12.4			16.0			17	
9:15-9:30 PM		9.3			11.4			15	
Highest Value	10.0	15.0	7.8	12.0	17.0	9.0	13	17	11

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

**ATTACHMENT A**  
**QUEUING DATA COLLECTION WORKSHEETS**

## Queue Study

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

Day: Thursday  
Date: 10/19/2017

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

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



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

Day: Thursday  
Date: 10/19/2017

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

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

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

Day: Thursday  
Date: 10/19/2017

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

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

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

Day: Thursday  
Date: 10/19/2017

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

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



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

Day: Thursday  
Date: 10/19/2017

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

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

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

Day: Thursday  
Date: 10/19/2017

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

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

## Queue Study

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

Day: Saturday  
Date: 10/14/2017

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

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



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

Day: Saturday  
Date: 10/14/2017

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

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

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

Day: Saturday  
Date: 10/14/2017

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

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

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

Day: Saturday  
Date: 10/14/2017

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

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



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

Day: Saturday  
Date: 10/14/2017

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

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

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

Day: Saturday  
Date: 10/14/2017

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

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

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

Day: Saturday  
Date: 10/14/2017

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

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



## Queue Study

Project: 18-1161  
City: Orange

Date: 8/22/2018  
Day: Wednesday

12:00 PM - 2:30 PM

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

7:00PM - 9:30 PM

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

Project: 18-1161  
City: Orange

Date: 8/22/2018  
Day: Wednesday

12:00 PM - 2:30 PM

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

7:00PM - 9:30 PM

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

Project: 18-1161  
City: Orange

Date: 8/22/2018  
Day: Wednesday

12:00 PM - 2:30 PM

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

7:00PM - 9:30 PM

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



Project: 18-1161  
City: Orange

Date: 8/22/2018  
Day: Wednesday

12:00 PM - 2:30 PM

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

7:00PM - 9:30 PM

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

Project: 18-1161  
City: Orange

Date: 8/22/2018  
Day: Wednesday

12:00 PM - 2:30 PM

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

7:00PM - 9:30 PM

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

Project: 18-1161  
City: Orange

Date: 8/22/2018  
Day: Wednesday

12:00 PM - 2:30 PM

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

7:00PM - 9:30 PM

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



Project: 18-1161  
City: Orange

Date: 8/22/2018  
Day: Wednesday

12:00 PM - 2:30 PM

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

7:00PM - 9:30 PM

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

Project: 18-1161  
City: Orange

Date: 8/22/2018  
Day: Wednesday

12:00 PM - 2:30 PM

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

7:00PM - 9:30 PM

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

Project: 18-1161  
City: Orange

Date: 8/22/2018  
Day: Wednesday

12:00 PM - 2:30 PM

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

7:00PM - 9:30 PM

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



## Queue Study

Project: 18-1161  
City: Orange

Date: 8/18/2018  
Day: Saturday

12:00 PM - 2:30 PM

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

7:00PM - 9:30 PM

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

Project: 18-1161  
City: Orange

Date: 8/18/2018  
Day: Saturday

12:00 PM - 2:30 PM

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

7:00PM - 9:30 PM

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

Project: 18-1161  
City: Orange

Date: 8/18/2018  
Day: Saturday

12:00 PM - 2:30 PM

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

7:00PM - 9:30 PM

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

Project: 18-1161  
City: Orange

Date: 8/18/2018  
Day: Saturday

12:00 PM - 2:30 PM

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

7:00PM - 9:30 PM

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



Project: 18-1161  
City: Orange

Date: 8/18/2018  
Day: Saturday

12:00 PM - 2:30 PM

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

7:00PM - 9:30 PM

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

Project: 18-1161  
City: Orange

Date: 8/18/2018  
Day: Saturday

12:00 PM - 2:30 PM

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

7:00PM - 9:30 PM

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

Project: 18-1161  
City: Orange

Date: 8/18/2018  
Day: Saturday

12:00 PM - 2:30 PM

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

7:00PM - 9:30 PM

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

Project: 18-1161  
City: Orange

Date: 8/18/2018  
Day: Saturday

12:00 PM - 2:30 PM

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

7:00PM - 9:30 PM

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

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

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

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

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

## Queue Study

Project: 11066 Magnolia Ave Riverside  
City: Riverside, CA

Date: 3/30/2019  
Day: Saturday

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

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



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

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

Project: 11066 Magnolia Ave Riverside  
City: Riverside,CA

Date: 3/30/2019  
Day: Saturday

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

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

**ATTACHMENT B**  
**ITE QUEUING CALCULATION WORKSHEETS**

## DRIVE-THROUGH QUEUING ANALYSIS

*Project:* Raising Cane's Restaurant  
*Location:* 1215 Ontario Avenue, Corona

### INPUT VALUES

Variable	Description	Value
A =	average number of vehicle arrivals per hour <sup>1</sup>	79
S =	service rate, number of vehicles per hour	87
I =	traffic intensity, utilization factor = A/S	0.91
Q =	queue capacity (vehicles)	34

### FORMULAS

Average Length of Queue

$$\text{Avg } Q = A^2 / S(S-A) = I^2 / 1-I \quad 8.67$$

Probability of Q Number of Vehicles in Queue

$$P(Q) = (I)^Q (1-I) \quad 0.32\%$$

Probability of Queue Exceeding Q Vehicles

$$\sum_{Q=0}^{Q=a} P(Q) \geq 0.95 \quad 3.09\%$$

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

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





Agenda Report

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File #: 19-0389

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**PLANNING AND HOUSING COMMISSION  
STAFF REPORT**

DATE: 4/22/2019

TO: Honorable Chair and Commissioners

FROM: Community Development Department

**APPLICATION REQUEST:**

**CUP2018-0003:** Conditional use permit application to establish a 76-foot high wireless telecommunications facility designed as a mono-eucalyptus tree on a 0.69-acre property located south of Chase Drive and west of Skyline Drive in the R-1A (Single Family Residential) zone (Applicant: Peter Blied of Plancom, Inc. for Renegade Towers).

**RECOMMENDED ACTION:**

That the Planning and Housing Commission adopt Resolution No. 2533 **DENYING CUP2018-0003**, based on the findings contained in the staff report.

**PROJECT SITE SUMMARY**

**Area of Property:** 0.69 acres

**Existing Zoning:** R-1A (Single Family Residential, 40,000 s.f. minimum lot size)

**Existing General Plan:** LDR (Low Density Residential, 3-6 du/ac)

**Existing Land Use:** Vacant

**Proposed Land Use:** Wireless telecommunications facility

**Surrounding Zoning/Land Uses:**

**N:** R-1A/Single family residential

**E:** R-1-8.4 (Single Family Residential)/Single family residential

**S:** R-1A/Single family residential

**W:** R-1A/Single family residential

**BACKGROUND**

Conditional Use Permit 2018-0003 (CUP2018-0003) is an application by Renegade Towers to establish a wireless telecommunications facility designed as a 76-foot high mono-eucalyptus tree on a 0.69-acre parcel located on the west side of Skyline Drive, north of Foothill Parkway and south of Chase Drive. The subject property is vacant and zoned R-1A, which is a single-family residential zone. The property owners are Donald and Ann Long. The subject site is in a primarily low-density residential neighborhood and contains existing single-family residential dwellings to the north, east 154

west and south. Skyline Drive and a flood control channel that are parallel to the project site are on the east side.

### **Project History**

The applicant initially reached out to staff in April of 2017 with a proposal to establish a multi-carrier wireless telecommunications facility on the project site. The site was chosen in order to provide coverage for several wireless carriers who currently have coverage gaps in the area of Foothill Parkway and Skyline Drive. The applicant's propagation maps depicting the current and proposed coverage in the target area are attached as Exhibit H. The applicant was informed by staff that the subject site was not the ideal location for a 76-foot high mono-eucalyptus tree because of the aesthetic impact it would have on the nearby residents. Before proceeding forward with an application for a conditional use permit, the applicant was encouraged to do community outreach on the project with the nearby residents.

The applicant conducted initial community meetings on September 28, 2017 and September 30, 2017. The meetings were held on the project site. Attached as Exhibit J are the sign-in sheets and information related to the meetings. The residents who attended the meetings raised several concerns but the main concern related primarily to perceived health effects from long-term exposure to the cell tower antennas. In general, the residents objected to the proposal. Shortly thereafter, emails of protest were sent to city representatives from the residents (Exhibit O). Staff also received a petition from the residents (Exhibit P).

The proposal was brought before the Infrastructure Committee on November 1, 2017 for discussion (Exhibit M). The meeting was attended by a number of residents who live nearby the proposed location for the tower. The objections raised by the residents included impacts to the views from the residential properties, proximity of the tower to the residences, visibility of the tower from the living areas, perceived health effects, and impacts to property values. The Committee overall did not favor the location and urged the applicant to explore alternative sites including small cell installation as an alternative design to the tower.

On February 20, 2018, the applicant officially submitted the conditional use permit application to the city. The application was reviewed by staff at the Project and Environmental Review Committee meeting on March 15, 2018. Staff issued an incomplete application submittal letter to the applicant on March 22, 2018, noting the items missing from the application requirements. Over the course of approximately a year, the applicant submitted the required items to staff. Due to the amount of time that had passed since the application was initially submitted, staff directed the applicant to conduct a third community meeting to update the residents on the status of the project.

The applicant conducted the third community meeting at the Corona Library on November 29, 2018. The sign-in sheet and information related to the meeting are attached as Exhibit L. The majority of the attendees objected to the proposal raising the same concerns that were raised at previous meetings. Following the meeting, staff received another petition from the residents (Exhibit Q).

Staff brought the proposal back before the Infrastructure Committee on January 9, 2019 to update the Committee on the status of the proposal (Exhibit N). The applicant discussed several alternative sites that were analyzed prior to selecting the Long's property for the tower. The applicant also discussed small cell technology versus macro-cell sites such as the tower being proposed by the applicant and a 2012 study that was conducted on telecommunications facilities' impacts to property

values. Many of the same residents attended the meeting and continued to voice their objections to the project. The Committee urged the applicant to explore additional alternative sites including the Oak Debris Basin located north of the project site and the Quality Nursery located south of Foothill Parkway. Below is a synopsis of the alternative sites explored by the applicant.

Following the Infrastructure Committee meeting, the applicant reached out to the Riverside County Flood Control and Water Conservation District which owns the Oak Debris Basin, Quality Growers Nursery, and the owner of a vacant property located north of the nursery. The applicant ultimately decided not to move forward with any of the sites for various reasons. This is discussed in further detail below. The applicant's conditional use permit application was finally deemed complete on February 20, 2019 and scheduled for public hearing on April 22, 2019.

### Alternative Site Analysis

The applicant analyzed 10 alternative sites in the vicinity of the target area. The applicant's alternative site analysis is attached as Exhibit G. Seven of the alternative sites are located north of Foothill Parkway while three are located south of Foothill Parkway. The following summarizes each site's location and the reasons each site was dismissed by the applicant as a viable site for the cell tower.

1. **Private vacant residential property** on Chase Dr and Mangular Ave (APN 112-320-004). Per the applicant, the applicant was unable to obtain a lease agreement with the property owner.
2. **Private vacant residential property** on Chase Dr and Foothill Pkwy (APN 112-320-026). Per the applicant, the applicant was unable to obtain a lease agreement with the property owner.
3. **Quality Growers Nursery** located south of Foothill Pkwy (APN 275-080-021). Per the applicant, the site contains steep slopes that do not meet city and county Fire Department access requirements. Additionally, the site is landlocked and relies on access via an easement through other private properties. The easement is solely for access and could not be used for utility purposes.
4. **Ridge north of Quality Growers Nursery** (APN 275-080-041). Per the applicant, the property owner is currently exploring the potential to develop the site for commercial use. Due to the uncertainty of the proposed use of the site at this stage of the site's development, the applicant chose not to move forward with this site.
5. **Private vacant property** located south of Foothill Pkwy within the jurisdiction of Riverside County. Per the applicant, the property owner was not interested.
6. **Private vacant residential properties** located east of the Oak Debris Basin on Oak Ave and Chase Dr. Per the applicant, the property owner was not interested.
7. **Vacant property** located on Chase Dr. and Foothill Pkwy (APN 112-320-025). Per the applicant, the site would have substantial blockage from the Orchard Glen Community located south of Foothill Pkwy.
8. **Oak Debris Basin** located north of Skyline Dr and Chase Ave. The basin is owned by the Riverside County Flood Control and Water Conservation District (RCFC & WCD). Per the applicant, the RCFC & WCD would require an Encroachment Permit for a telecommunications facility within the basin and the city would need to take the lead as applicant on the permit. Additionally, RCFC & WCD has not agreed to the standard business terms unique to wireless sites and required by wireless carriers.
9. **Private developed residential property** located at 3295 Mangular Ave. Per the applicant the property owners has expressed interest; however, the property is developed with a single-

family dwelling which automatically eliminates the site from being used as a telecommunication facility site per city code.

10. **Vacant open space** located on the corner of Foothill Pkwy and Border Ave. Per the applicant, this site would have substantial blockage and would not provide coverage to the targeted area.

### **Corona Municipal Code Regulations**

Chapter 17.65 of the Corona Municipal Code (CMC) and the city's adopted Location, Development, And Design Guidelines And Standards For Telecommunications Facilities govern wireless telecommunications facilities in the City of Corona in terms of location and design. Telecommunications facilities are currently allowed in any zone in the city, including residential zones; however, the preferred order of location of telecommunications facilities is as follows: 1) industrial zones, and then 2) commercial zones. Telecommunications facilities may be established in a residential zone only if the residential property is not developed with a residential dwelling, and a tower's potential impacts on adjacent residential properties should be considered and evaluated. The guidelines also state that telecommunications facilities should be indistinguishable from the surrounding environment and placed in locations where existing topography, vegetation, buildings, or other structures provide the greatest amount of screening. The guidelines dictate that the support structures for telecommunications facilities must be screened from view by placing them next to tall buildings or structures or near existing tall trees or other dense landscaping.

Telecommunications facilities are also regulated at the federal level by the Federal Communications Commission (FCC) and the Telecommunications Act (TCA). When considering an application for the establishment of a telecommunications facility, as long as the tower complies with the FCC's standards, the city is prohibited by federal law from considering health effects in making its decision.

## **PROJECT DESCRIPTION**

### **Site Plan**

As shown by the applicant's plans in Exhibit A, the subject property is bordered by Skyline Drive to the east and residential properties to the north, south, and west. The property is currently undeveloped and occupied by several dead walnut trees. The applicant is proposing to remove approximately 25 walnut trees located on the southerly portion of the property to accommodate a new 36-foot by 56-foot compound for the applicant's telecommunications facility. The perimeter of the compound is proposed as a 6'-8" high block wall enclosure that will be painted in an earth tone color. Proposed within the compound is the 76-foot high mono-eucalyptus tree, equipment cabinets, generator, and other various equipment associated with the facility (Exhibit C). The compound is set back 25 feet from the property line adjacent to Skyline Drive which is considered the property's front property line. The compound is also set back 15 feet from the south property line, 64 feet from the west property line, and 107 feet from the north property line. As proposed, the compound's location and tower meet the minimum setback requirements under the R-1A zone.

### **Antennas Layout and Elevations**

Exhibit D illustrates the antenna layout plan and Exhibit E shows the antenna elevations within the mono-eucalyptus tree. The mono-eucalyptus design will allow for the co-location of up to three telecommunications carriers. At this time, Verizon Wireless is the first carrier proposed on the mono-eucalyptus. Verizon's antennas are located at the top of the mono-eucalyptus with the top of the antennas at a height of 74 feet. Two additional antenna arrays can be accommodated below Verizon's antennas at heights of 59 feet and 49 feet from the centerline of the array.



Verizon's antennas will be mounted onto the tower in four sectors. Each sector will have four antennas mounted onto the exterior side of the sector. Behind the antennas are surge protectors and remote radio head units (RRH). In total, Verizon would have 16 antennas, two surge protectors, and 14 RRH units. As a standard city requirement, the applicant is required to paint the sectors, antennas, and RRH units green to match the color of the eucalyptus foliage and cover the antennas and RRH units with "leaf socks" as an effort to camouflage the antennas.

### **Access and Parking**

Access to the project site will be obtained from Skyline Drive via a new 16-foot wide driveway which the applicant is proposing to construct on the east perimeter of the site. It is anticipated that a service technician for each potential wireless carrier will need to visit the site periodically throughout the year for routine maintenance and will park on site.

### **Public Improvements**

Skyline Drive adjacent to the project site is currently improved with only roadway pavement. There is currently no curb and gutter or sidewalk constructed adjacent to the project site. As part of the proposed development, the Public Works Department would require the applicant to construct the missing public improvements adjacent to the site which consist of 28 feet of paved roadway starting at the top of the channel followed by a 12-foot wide parkway containing a 7-foot wide landscaped parkway adjacent to a 5-foot wide sidewalk. In addition, a concrete berm would be required adjacent to the top of the channel. These improvements would fall within the already dedicated 60-foot right-of-way width for Skyline Drive. Other improvements would include the construction of a landscape water service which would trigger the need to extend the reclaimed water main down Skyline Drive, any missing street lights, and undergrounding of the overhead utilities along the project frontage. The applicant's plans do not accurately reflect the required public improvements; however, they are being required per the project conditions in Exhibit B.

### **ENVIRONMENTAL ANALYSIS**

In accordance with Section 21080(b)(5) of the California Public Resources Code projects that a public agency rejects or disapproves are exempt from the California Environmental Quality Act (CEQA) and thus, are not required to prepare an initial study or adopt a negative declaration or EIR. If the Planning and Housing Commission disagrees with staff's recommendation to deny the conditional use permit and would like to further consider approval of the project, an initial study would need to be prepared to determine potential environmental impacts and mitigation measures associated with the proposed project prior to it being considered for possible approval. Therefore, no environmental analysis is being considered with CUP2018-0003 as the recommendation by staff is to deny the proposed project.

### **FISCAL IMPACT**

The applicant paid \$12,817.75 in application processing fees.

### **PUBLIC NOTICE AND COMMENTS**

A 10-day public notice was mailed to all property owners within a 500-foot radius of the project site, as well as advertised in the Sentinel Weekly News and posted at the project site. As of the preparation of this report, staff has received numerous correspondence and petitions from the public opposing the project. These are attached as Exhibits O, P and Q.

Staff has also received correspondence from the public expressing support for the project including a text message campaign conducted by Smartlink/Verizon. These are attached as Exhibit R.

### STAFF ANALYSIS

The applicant submitted photosimulations depicting five different views of the mono-eucalyptus tree (Exhibit I). View 1 is from Chase Drive looking south towards the project site. Views 2 and 5 are from the residences to the east looking west towards the project site. Views 3 and 4 are from Foothill Parkway looking north towards the project site. The mono-eucalyptus tree would be minimally visible from Chase Drive (View 1) and Foothill Parkway (Views 3 and 4) due to the site's location and distance from these streets. However, the mono-eucalyptus tree would be highly visible to the residents located east of the project site (Views 2 and 5) and would have an aesthetic impact on the low-density residential neighborhood. There are 13 residential properties located east that are separated from the project site by Skyline Drive and the flood control channel with the separation distance being approximately 130 feet from property line to property line. The residential properties in this location are oriented with the backs of the houses and outdoor rear yards facing the project site. Furthermore, the grade elevation of the properties is approximately 20 feet higher than the grade elevation of the project site and the perimeter fencing along the rear yards is tubular steel, which gives the residents views of the properties located to the west from their rear yards and interior living areas located at the back of the houses.

Exhibit F provides an east to west cross section showing the separation of the project site from the residential properties and Exhibit J shows a photograph of the project site in relation to the existing residential properties to the east.

The mono-eucalyptus tree would be the only faux tree of its kind in the immediate area and would not have the same appearance as a natural tree. The mono-eucalyptus tree will also be grounded on a concrete pad enclosed by a 6'-8" high block wall enclosure, with the utility cabinets associated with the facility extending well above the block wall. Because the residential properties to the east are approximately 20 feet higher than the project site, the residents will have a direct downward view of the tower, the enclosure and the on-site equipment. The existing dead walnut trees on the site will be removed to make room for the mono-eucalyptus tree and block wall enclosure. Additionally, a large section of the existing bougainvillea shrubs in front of the property is proposed to be removed to accommodate a 16-foot wide driveway for on-site access. Removal of the minimal existing vegetation from the site will allow the mono-eucalyptus tree, block wall enclosure, and supporting utility cabinets to be even more visible from the residential properties to the east. The photosimulations in Exhibit I show the before and after picture of the project site in View 5. The proposed layout diminishes any attempt to provide a natural appearance of a eucalyptus tree as there are no tall trees or other dense landscaping adjacent to the mono-eucalyptus tree to help screen the stark appearance of a lone mono-eucalyptus tree that is simply not a convincing substitute for a real tree. Considering that the project site is surrounded by low density, single-family residential uses and there are no means of screening the facility or otherwise making it blend into the natural vegetation that is prevalent in the surrounding residential neighborhoods, the mono-eucalyptus tree will have a negative aesthetic visual impact on the surrounding residential neighborhood as the proposed location does not provide the greatest amount of screening and the telecommunications facility will be clearly distinguishable from the surrounding environment.

Therefore, the Community Development Department is recommending CUP2018-0003 be denied by the Planning and Housing Commission based on the following findings. 159

## FINDINGS OF APPROVAL FOR CUP2018-0003

1. In accordance with Section 21080(b)(5) of the California Public Resources Code, projects that a public agency rejects or disapproves are exempt from the California Environmental Quality Act (CEQA) and thus, are not required to prepare an initial study or adopt a negative declaration or EIR. If the Planning and Housing Commission disagrees with staff's recommendation to deny the conditional use permit and would like to further consider approval of the project, an initial study would need to be prepared to determine potential environmental impacts and mitigation measures associated with the proposed project prior to it being considered for possible approval. Therefore, no environmental analysis is being considered with CUP2018-0003 as the recommendation by staff is to deny the proposed project.
2. The findings necessary for the granting a Conditional Use Permit as set forth in Section 17.92.110 of the Corona Municipal Code cannot be made in reference to CUP2018-0003 for the following reasons:
  - a. *The proposal would be detrimental to public health, safety, convenience and general welfare because the use associated with CUP2018-0003 is not aesthetically compatible with the low-density, single-family residential land uses surrounding the project site. The mono-eucalyptus tree, block wall enclosure and utility cabinets are within the viewshed of the nearby existing single-family residential dwellings that are situated 20 feet above the project. The residences to the east of the project site would have a direct view of the project site and the single mono-eucalyptus tree proposed to be installed a mere 130 feet from the backyards of such dwellings. Contrary to the City's design guidelines for telecommunications facilities, the proposed telecommunications facility would be readily distinguishable from the surrounding residential environment and there are no structures, trees, or landscaping that will provide even minimal screening of the telecommunications facility in a manner that is compatible with the surrounding residential environment.*
  - b. *The proposed land use associated with CUP2018-0003 would be detrimental to the existing single-family residential properties in the immediate area because the project site is void of any building, structure, or vegetation that can adequately screen the mono-eucalyptus tree and associated equipment from the views of the nearby residential properties in order to minimize the aesthetic impact to the low-density residential neighborhood. Without any similar trees or landscaping in the vicinity of the mono-eucalyptus tree, the telecommunications facility will be easily perceived to be a fake tree, which further exacerbates the negative impact that the proposed project would have on the adjacent residential neighborhoods.*
3. CUP2018-0003 is not consistent with the City's General Plan for the following reasons:
  - a. *The General Plan land use designation of the project site is Low Density Residential which is primarily intended for single family residential development that does not exceed six dwelling units to the acre. Although, telecommunications facilities are allowed in residential zones with an approved conditional use permit, the proposed use*

*associated with a conditional use permit needs to demonstrate compatibility with surrounding land uses to protect public health, safety, convenience and general welfare in order not to diminish the quality of life for the residents. The lone mono-eucalyptus tree and associated equipment, without any other nearby tall trees or other dense landscaping to serve as a means of screening the telecommunications facility, is not aesthetically compatible with the surrounding single-family residential land uses and is therefore inconsistent with the intent of the Low Density Residential land use designation.*

- b. General Plan Goal 1.8 is to assure the integrity, quality and livability of Corona's existing residential neighborhoods preserving those elements that give them character, cohesion and quality of life. The mono-eucalyptus tree and associated equipment proposed with CUP2018-0003 would be placed within an existing single-family residential neighborhood in which nearby residences would have a direct line of sight from their outdoor and interior living spaces to the proposed facility creating a negative aesthetic visual impact to the neighborhood. The single mono-eucalyptus tree, without any other nearby trees or dense landscaping to mask the fact that it is clearly a telecommunications facility, would contradict the residential character and quality of the surrounding neighborhoods.*
- c. General Plan Policy 1.8.12 provides that nonresidential uses should be located and designed to maintain the quality and character of the neighborhood and prevent traffic, noise, odor, lighting, and other adverse impacts on adjoining housing units. The project site is located within an existing residential neighborhood and is surrounded by existing single-family dwellings. Because there are no other tall trees or structure or any form of dense landscaping to screen the telecommunications facility, the existing residences located 20 feet above the project site are burdened with a direct view of the telecommunications facility, which is a nonresidential use. Rather than being indistinguishable from the surrounding environment to ensure that the quality and character of the residential neighborhood is preserved, the proposed land use associated with CUP2018-0003 would result in a noticeably fake tree being situated in the middle of an existing neighborhood without any visual buffers to mask the nonresidential character of the use. As such, CUP2018-0003 would not be in character with the residential neighborhood and would create an aesthetic visual impact on existing residents that have a direct view of the project site.*

**PREPARED BY:** SANDRA YANG, SENIOR PLANNER

**SUBMITTED BY:** JOANNE COLETTA, COMMUNITY DEVELOPMENT DIRECTOR

#### EXHIBITS

1. Resolution No. 2533
2. Locational and Zoning map
3. Exhibit A - Site Plans
4. Exhibit B - Project Conditions



5. Exhibit C - Equipment Layout Plan
6. Exhibit D - Antenna Layout Plan
7. Exhibit E - Elevation Plans
8. Exhibit F - Cross-Section of Project Site
9. Exhibit G - Applicant's letter describing alternative sites
10. Exhibit H - Propagation Maps
11. Exhibit I - Photosimulations
12. Exhibit J - Photograph of the project site taken April 12, 2019
13. Exhibit K - Community Meeting information for September 28 and 30, 2017
14. Exhibit L - Community Meeting information for November 29, 2018
15. Exhibit M - Infrastructure Committee Minutes, November 1, 2017
16. Exhibit N - Infrastructure Committee Minutes, January 9, 2019
17. Exhibit O - Public correspondence opposing the project
18. Exhibit P - Petition against the project, 2017
19. Exhibit Q - Petition against the project, 2018
20. Exhibit R - Public correspondence supporting the project

Case Planner: Sandra Yang (951) 736-2262



## **RESOLUTION NO. 2533**

**APPLICATION NUMBER: CUP2018-0003**

**A RESOLUTION OF THE PLANNING AND HOUSING COMMISSION OF THE CITY OF CORONA, CALIFORNIA, DENYING A CONDITIONAL USE PERMIT TO ESTABLISH A 76-FOOT HIGH WIRELESS TELECOMMUNICATIONS FACILITY DESIGNED AS A MONO-EUCALYPTUS TREE ON A 0.69-ACRE PROPERTY LOCATED SOUTH OF CHASE DRIVE AND WEST OF SKYLINE DRIVE IN THE R-1A (SINGLE FAMILY RESIDENTIAL) ZONE. (APPLICANT: PETER BLIED OF PLANCOM, INC. FOR RENEGADE TOWERS).**

**WHEREAS**, the application to the City of Corona, California, for a conditional use permit under the provisions of Chapter 17.92, Title 17, of the Corona Municipal Code, to establish a 76-foot high wireless telecommunications facility designed as a mono-eucalyptus tree on a 0.69-acre property located south of Chase Drive and west of Skyline Drive in the R-1A (Single Family Residential) zone (“Project”) has been duly submitted to said City's Planning and Housing Commission;

**WHEREAS**, on April 22, 2019, the Planning and Housing Commission conducted a duly noticed public hearing regarding the Project, at which all persons wishing to testify in connection with the Conditional Use Permit were heard and the Conditional Use Permit was comprehensively reviewed.

**WHEREAS**, after close of said hearing, the Planning and Housing Commission by formal action, found that all the findings necessary to grant a conditional use permit, as set forth in Corona Municipal Code Section 17.92.110, cannot be made exist in reference to CUP2018-0003 based on the evidence presented to the Commission during said hearing; and

**WHEREAS**, the Planning Commission based its decision to deny CUP2018-0003 on the findings set forth below.

**NOW THEREFORE, THE PLANNING AND HOUSING COMMISSION OF  
THE CITY OF CORONA, CALIFORNIA, DOES ORDAIN AS FOLLOWS:**

**SECTION 1. CEQA Findings.** In accordance with Section 21080(b)(5) of the California Public Resources Code, the California Environmental Quality Act (CEQA) does not apply to projects that a public agency rejects or disapproves and, thus, the City is not required to prepare an initial study or adopt a negative declaration or EIR. If the Planning and Housing Commission disagrees with staff's recommendation to deny the conditional use permit and would like to further consider approval of the project, an initial study would need to be prepared to determine potential environmental impacts and mitigation measures associated with the Project prior to it being considered for possible approval. Therefore, no environmental analysis is being considered with CUP2018-0003 as the recommendation by staff is to deny the Project.

**SECTION 2. Conditional Use Permit Findings.** Pursuant to Corona Municipal Code ("CMC") section 17.92.110 and based on the entire record before the Planning and Housing Commission, including all written and oral evidence presented to the Commission, the Commission hereby makes and adopts the following findings:

1. The findings necessary for the granting a Conditional Use Permit as set forth in Section 17.92.110 of the Corona Municipal Code cannot be made in reference to CUP2018-0003 for the following reasons:
  - a. *The Project would be detrimental to public health, safety, convenience and general welfare because the use associated with CUP2018-0003 is not aesthetically compatible with the low-density, single-family residential land uses surrounding the Project site. The mono-eucalyptus tree, block wall enclosure and utility cabinets are within the viewshed of the nearby existing single-family residential dwellings that are situated 20 feet above the Project. The residences to the east of the Project site would have a direct view of the Project site and the single mono-eucalyptus tree proposed to be installed a mere 130 feet from the backyards of such dwellings. Contrary to the City's design guidelines for telecommunications facilities, the proposed telecommunications facility would be readily distinguishable from the surrounding residential environment and there are no structures, trees, or landscaping that will provide even minimal screening of the telecommunications facility in a manner that is compatible with the surrounding residential environment.*
  - b. *The proposed land use associated with CUP2018-0003 would be detrimental to the existing single-family residential properties in the immediate area because the Project site is void of any building, structure, or vegetation that can adequately screen the mono-eucalyptus tree and associated equipment from the views of the nearby residential properties in order to minimize the aesthetic impact to the low-density residential neighborhood. Without any similar trees or landscaping in the vicinity of the mono-eucalyptus tree, the telecommunications facility will be easily*

*perceived to be a fake tree, which further exacerbates the negative impact that the Project would have on the adjacent residential neighborhoods.*

2. CUP2018-0003 is not consistent with the City's General Plan for the following reasons:

- a. *The General Plan land use designation of the Project site is Low Density Residential which is primarily intended for single family residential development that does not exceed six dwelling units to the acre. Although, telecommunications facilities are allowed in residential zones with an approved conditional use permit, the proposed use associated with a conditional use permit needs to demonstrate compatibility with surrounding land uses to protect public health, safety, convenience and general welfare in order not to diminish the quality of life for the residents. The lone mono-eucalyptus tree and associated equipment, without any other nearby tall trees or other dense landscaping to serve as a means of screening the telecommunications facility, is not aesthetically compatible with the surrounding single-family residential land uses and is therefore inconsistent with the intent of the Low Density Residential land use designation.*
- b. *General Plan Goal 1.8 is to assure the integrity, quality and livability of Corona's existing residential neighborhoods preserving those elements that give them character, cohesion and quality of life. The mono-eucalyptus tree and associated equipment proposed with CUP2018-0003 would be placed within an existing single-family residential neighborhood in which nearby residences would have a direct line of sight from their outdoor and interior living spaces to the proposed facility creating a negative aesthetic visual impact to the neighborhood. The single mono-eucalyptus tree, without any other nearby trees or dense landscaping to mask the fact that it is clearly a telecommunications facility, would contradict the residential character and quality of the surrounding neighborhoods.*
- c. *General Plan Policy 1.8.12 provides that nonresidential uses should be located and designed to maintain the quality and character of the neighborhood and prevent traffic, noise, odor, lighting, and other adverse impacts on adjoining housing units. The Project site is located within an existing residential neighborhood and is surrounded by existing single-family dwellings. Because there are no other tall trees or structure or any form of dense landscaping to screen the telecommunications facility, the existing residences located 20 feet above the Project site are burdened with a direct view of the telecommunications facility, which is a nonresidential use. Rather than being indistinguishable from the surrounding environment to ensure that the quality and character of the residential neighborhood is preserved, the proposed land use associated with CUP2018-0003 would result in a noticeably fake tree being situated in the middle of an existing neighborhood without any visual buffers to mask the nonresidential character of the use. As such, CUP2018-0003 would not be in character with the residential neighborhood and would create a negative visual impact on existing residents that have a direct view of the Project site.*



**BE IT FURTHER RESOLVED** that a copy of this resolution be delivered to the City Clerk of said City and a copy thereof be sent to the applicant therefore at the address of said applicant as set forth in the application for said conditional use permit.

Adopted this 22<sup>nd</sup> day of April, 2019.

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Karen Alexander, Chair  
Planning and Housing Commission  
City of Corona, California

**ATTEST:**

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Jennifer Killman  
Secretary, Planning and Housing Commission  
City of Corona, California

I, Jennifer Killman, Secretary to the Planning and Housing Commission of the City of Corona, California, do hereby certify that the foregoing resolution was regularly introduced and adopted in an adjourned regular session of said Planning and Housing Commission duly called and held on the 22<sup>nd</sup> day of April, 2019, and was duly passed and adopted by the following vote, to wit:

**AYES:**

**NOES:**

**ABSENT:**

**ABSTAINED:**

---

Jennifer Killman  
Secretary, Planning and Housing Commission  
City of Corona, California



# LOCATIONAL & ZONING MAP



Date: 04/16/2019

CUP2018-0003  
(Renegade Towers)





GENERAL NOTES

1. DRAWINGS ARE NOT TO BE SCALED. WRITTEN DIMENSIONS TAKE PRECEDENCE, AND THIS SET OF PLANS IS INTENDED TO BE USED FOR DIAGRAMMATIC PURPOSES ONLY, UNLESS NOTED OTHERWISE. THE GENERAL CONTRACTOR'S SCOPE OF WORK SHALL INCLUDE FURNISHING ALL MATERIALS, EQUIPMENT, LABOR AND ANYTHING ELSE DEEMED NECESSARY TO COMPLETE INSTALLATIONS AS DESCRIBED HEREIN.

2. PRIOR TO THE SUBMISSION OF BIDS, THE CONTRACTORS INVOLVED SHALL VISIT THE JOB SITE AND FAMILIARIZE THEMSELVES WITH ALL CONDITIONS AFFECTING THE PROPOSED PROJECT, WITH THE CONSTRUCTION AND CONTRACT DOCUMENTS, FIELD CONDITIONS AND CONFIRM THAT THE PROJECT MAY BE ACCOMPLISHED AS SHOWN PRIOR TO PROCEEDING WITH CONSTRUCTION. ANY ERRORS, OMISSIONS, OR DISCREPENCIES ARE TO BE BROUGHT TO THE ATTENTION OF THE ARCHITECT/ ENGINEER.

3. THE GENERAL CONTRACTOR SHALL RECEIVE WRITTEN AUTHORIZATION TO PROCEED WITH CONSTRUCTION PRIOR TO STARTING WORK ON ANY ITEM NOT CLEARLY DEFINED BY THE CONSTRUCTION DRAWINGS/CONTRACT DOCUMENTS.

4. THE CONTRACTOR SHALL SUPERVISE AND DIRECT THE PROJECT DESCRIBED HEREIN. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR ALL CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES, AND PROCEDURES AND FOR COORDINATING ALL PORTIONS OF THE WORK UNDER THE CONTRACT.

5. THE CONTRACTOR SHALL INSTALL ALL EQUIPMENT AND MATERIALS ACCORDING TO MANUFACTURER'S/VENDOR'S SPECIFICATIONS UNLESS NOTED OTHERWISE OR WHERE LOCAL CODES OR ORDINANCES TAKE PRECEDENCE.

6. ALL WORK PERFORMED ON PROJECT AND MATERIALS INSTALLED SHALL BE IN STRICT ACCORDANCE WITH ALL APPLICABLE CODES, REGULATIONS, AND ORDINANCES. CONTRACTOR SHALL GIVE ALL NOTICES AND COMPLY WITH ALL LAWS, ORDINANCES, RULES, REGULATIONS, AND LAWFUL ORDERS OF ANY PUBLIC AUTHORITY, MUNICIPAL AND UTILITY COMPANY SPECIFICATIONS, AND LOCAL AND STATE JURISDICTIONAL CODES BEARING ON THE PERFORMANCE OF THE WORK.

7. GENERAL CONTRACTOR SHALL PROVIDE AT THE PROJECT SITE A FULL SET OF CONSTRUCTION DOCUMENTS UPDATED WITH THE LATEST REVISIONS AND ADDENDUMS OR CLARIFICATIONS FOR THE USE BY ALL PERSONNEL INVOLVED WITH THE PROJECT.

8. THE STRUCTURAL COMPONENTS OF THIS PROJECT SITE/FACILITY ARE NOT TO BE ALTERED BY THIS CONSTRUCTION PROJECT UNLESS NOTED OTHERWISE.

9. DETAILS HEREIN ARE INTENDED TO SHOW END RESULT OF DESIGN. MINOR MODIFICATIONS MAY BE REQUIRED TO SUIT JOB CONDITIONS OR SITUATIONS, AND SUCH MODIFICATIONS SHALL BE INCLUDED AS PART OF THE SCOPE OF WORK.

10. SEAL PENETRATIONS THROUGH FIRE-RATED AREAS WITH U.L. LISTED OR FIRE MARSHALL APPROVED MATERIALS IF APPLICABLE TO THIS FACILITY AND OR PROJECT SITE.

11. THE CONTRACTOR SHALL MAKE NECESSARY PROVISIONS TO PROTECT EXISTING IMPROVEMENTS, EASEMENTS, PAVING, CURBING, ETC. DURING CONSTRUCTION. UPON COMPLETION OF WORK, CONTRACTOR SHALL REPAIR ANY DAMAGE THAT MAY HAVE OCCURED DUE TO THE CONSTRUCTION ON OR ABOUT THE PROPERTY.

12. CONTRACTOR SHALL SEE TO IT THAT GENERAL WORK AREA IS KEPT CLEAN AND HAZARD FREE DURING CONSTRUCTION AND DISPOSE OF ALL DIRT, DEBRIS, RUBBISH AND REMOVE EQUIPMENT NOT SPECIFIED AS REMAINING ON THE PROPERTY. PREMISES SHALL BE LEFT IN CLEAN CONDITION AND FREE FROM PAINT SPOTS, DUST, OR SMUDGES OF ANY NATURE.

13. THE ARCHITECTS/ENGINEERS HAVE MADE EVERY EFFORT TO SET FORTH IN THE CONSTRUCTION AND CONTRACT DOCUMENTS THE COMPLETE SCOPE OF WORK. CONTRACTORS BIDDING THE JOB ARE NEVERTHELESS CAUTIONED THAT MINOR OMISSIONS OR ERRORS IN THE DRAWINGS AND OR SPECIFICATIONS SHALL NOT EXCUSE SAID CONTRACTOR FROM COMPLETING THE PROJECT AND IMPROVEMENTS IN ACCORDANCE WITH THE INTENT OF THESE DOCUMENTS. THE BIDDER SHALL BEAR THE RESPONSIBILITY OF NOTIFYING (IN WRITING) THE ARCHITECT/ENGINEER OF ANY CONFLICTS, ERRORS, OR OMISSIONS PRIOR TO THE SUBMISSION OF CONTRACTOR'S PROPOSAL. IN THE EVENT OF DISCREPENCIES THE CONTRACTOR SHALL PRICE THE MORE COSTLY OR EXTENSIVE WORK, UNLESS DIRECTED OTHERWISE.

CODE COMPLIANCE

ALL WORK AND MATERIALS SHALL BE PERFORMED AND INSTALLED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE FOLLOWING CODES AS ADOPTED BY THE LOCAL GOVERNING AUTHORITIES. NOTHING IN THESE PLANS IS TO BE CONSTRUED TO PERMIT WORK NOT CONFORMING TO THESE CODES:

2016 CALIFORNIA BUILDING STANDARDS CODE, TITLE 24, CALIFORNIA CODE OF REGULATIONS EFFECTIVE JANUARY 1, 2017

PART 1	CALIFORNIA BUILDING STANDARDS ADMINISTRATIVE CODE
PART 2	CALIFORNIA BUILDING CODE
PART 2.5	CALIFORNIA RESIDENTIAL BUILDING CODE
PART 3	CALIFORNIA ELECTRICAL CODE
PART 4	CALIFORNIA MECHANICAL CODE
PART 5	CALIFORNIA PLUMBING CODE
PART 6	CALIFORNIA ENERGY CODE
PART 8	CALIFORNIA HISTORICAL BUILDING CODE
PART 9	CALIFORNIA FIRE CODE
PART 10	CALIFORNIA EXISTING BUILDING CODE
PART 11	CALIFORNIA GREEN BUILDING STANDARDS CODE
PART 12	CALIFORNIA REFERENCE STANDARDS CODE

LOCAL COUNTY OR CITY ORDINANCES

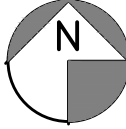
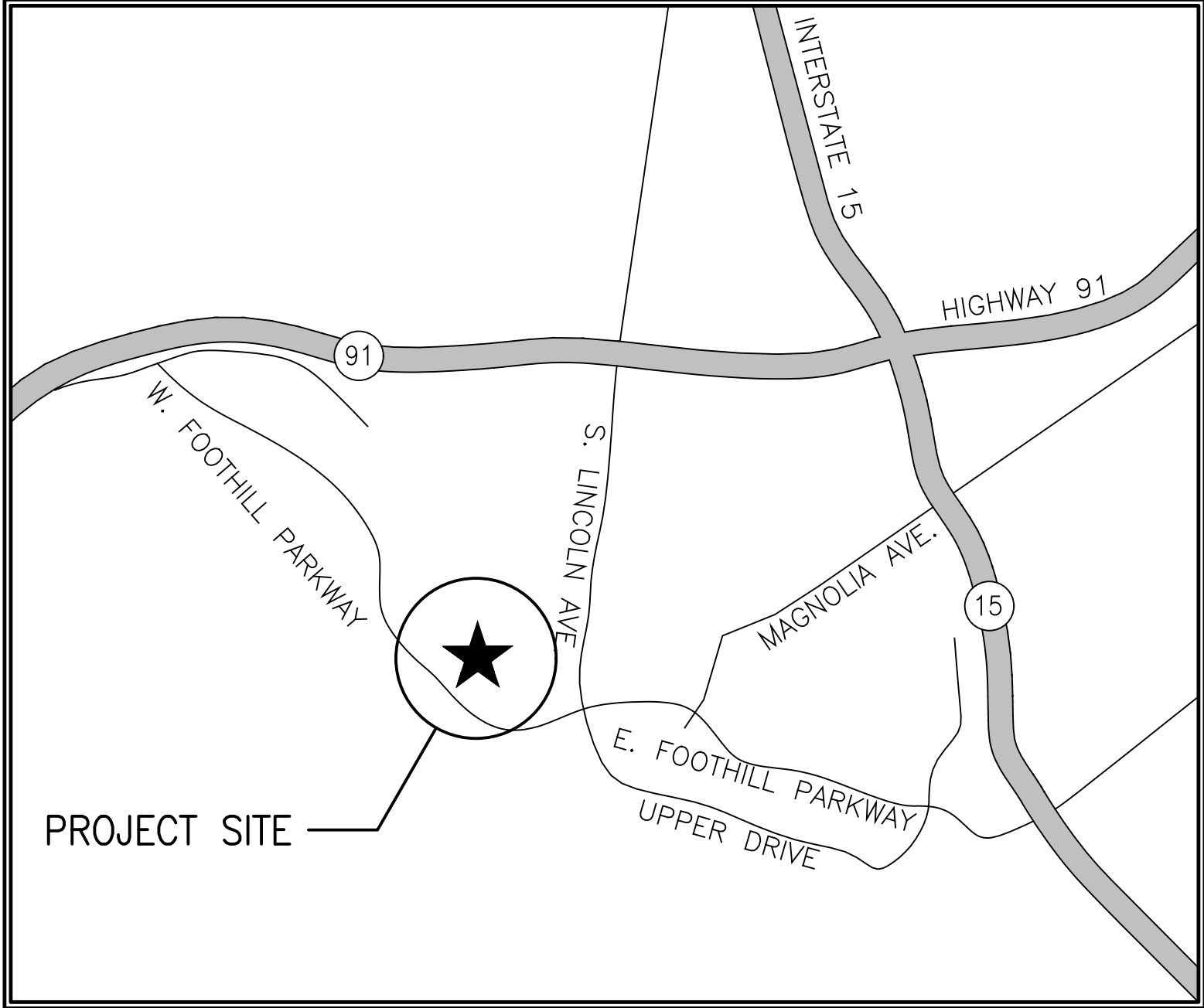
ACCESSIBILITY REQUIREMENTS: THIS FACILITY IS UNMANNED AND NOT FOR HUMAN HABITATION. ACCESSIBILITY NOT REQUIRED IN ACCORDANCE WITH THE 2016 CBC 11B-203.5, AND 11B-202.4 EXCEPTION 7.



RENEGADE  
TOWERS, LLC

6710 ELVERTON DRIVE • OAKLAND, CA • 94611 • PH (415)-609-0099

SKYLINE  
SKYLINE DRIVE  
CORONA, CA  
APN: 112-320-010-6



VICINITY MAP

DIRECTIONS

FROM 6710 ELVERTON DRIVE OAKLAND, CA 94611:

1. HEAD WEST ON ELVERTON DR TOWARD ORMANDALE CT
2. TURN RIGHT TO STAY ON ELVERTON DR
3. TURN RIGHT ONTO SKYLINE BLVD
4. TURN LEFT ONTO GRIZZLY PEAK BLVD
5. TURN RIGHT ONTO FISH RANCH RD
6. TURN LEFT ONTO OLD TUNNEL RD
7. MERGE ONTO CA-24 E
8. TAKE EXIT 15A TO MERGE ONTO I-680 S
9. TAKE EXIT 30A TO MERGE ONTO I-580 E TOWARD STOCKTON
10. TAKE THE INTERSTATE 580 EXIT TOWARD INTERSTATE 5 S/FRESNO/LOS ANGELES
11. CONTINUE ONTO I-580 E
12. CONTINUE ONTO I-5 S
13. STAY ON I-5 S, FOLLOW SIGNS FOR INTERSTATE 5
14. KEEP LEFT AT THE FORK TO STAY ON I-5 S
15. TAKE EXIT 161A FOR I-210 E TOWARD PASADENA
16. CONTINUE ONTO I-210 E
17. KEEP RIGHT AT THE FORK TO STAY ON I-210 E
18. TAKE EXIT 45 FOR CA-57 S/ORANGE FREEWAY TOWARD SANTA ANA
19. CONTINUE ONTO CA-57 S
20. TAKE EXIT 22C FOR CA-71 TOWARD CORONA
21. CONTINUE ONTO CA-71 S
22. MERGE ONTO CA-91 E TOWARD RIVERSIDE
23. TAKE THE SERFAS CLUB DR EXIT TOWARD AUTO CENTER DR
24. TURN RIGHT ONTO SERFAS CLUB DR
25. TURN LEFT ONTO GREEN RIVER RD
26. CONTINUE STRAIGHT ONTO W FOOTHILL PKWY
27. TURN RIGHT ONTO TRUDY WAY
28. TURN LEFT ONTO ELKER RD
29. TURN RIGHT AT THE 1ST CROSS STREET ONTO BURRERO WAY
30. TURN RIGHT ONTO SKYLINE DR
31. DESTINATION IS ON THE LEFT

PROJECT MILESTONES

07/26/2017	90% ZONING DOCUMENTS
07/31/2017	100% ZONING DOCUMENTS
09/26/2017	100% ZONING DOCUMENTS REV 1
10/24/2017	100% ZONING DOCUMENTS REV 2
01/19/2018	100% ZONING DOCUMENTS REV 3
05/01/2018	100% ZONING DOCUMENTS REV 4
05/10/2018	100% ZONING DOCUMENTS REV 5
09/21/2018	100% ZONING DOCUMENTS REV 6
10/30/2018	100% ZONING DOCUMENTS REV 7
XX/XX/XXXX	90% CONSTRUCTION DOCUMENTS
XX/XX/XXXX	100% CONSTRUCTION DOCUMENTS

PROJECT DIRECTORY

**APPLICANT:**  
RENEGADE TOWERS  
6710 ELVERTON DRIVE  
OAKLAND, CA 94611  
PH: 415-609-0099  
CONTACT: MICHAEL MILLER

**ARCHITECT:**  
MANUEL S. TSHLAS  
MST ARCHITECTS, INC.  
1520 RIVER PARK DRIVE  
SACRAMENTO, CA 95815  
916-567-9630  
manuel@mstarchitects.com

**SURVEYOR:**  
PHIL AUER SURVEYING  
14407 CORTE LEJOS  
BAKERSFIELD, CA 93314  
661-587-6129  
PASLS5075@ATT.NET

**ZONING:**  
PETER J. BLIED  
PLANCOM, INC.  
714-262-0651  
peter.blied@plancominc.com

**CONSTRUCTION MANAGER:**  
KENNY SMITH  
6710 ELVERTON DR.  
OAKLAND, CA 94611  
702-884-8897

**GAS:**  
N/A (PROPANE)

**WATER:**  
CITY OF CORONA, DEPT OF WATER & POWER  
755 PUBLIC SAFETY WAY  
CORONA, CA 92880

**SEWER:**  
N/A (SEPTIC)

**ELECTRIC:**  
SOUTHERN CALIFORNIA EDISON  
P.O. BOX 6400  
RANCHO CUCAMONGA, CA 91729

**COMMUNICATION:**  
AT&T LANDLINE

PROJECT SUMMARY

**ASSESSOR'S PARCEL NUMBER:** 112-320-010-6

**JURISDICTION:** CITY OF CORONA

**OCCUPANCY:** S-2 (UNMANNED TELECOMMUNICATIONS FACILITY) U (TOWER)

**TYPE OF CONSTRUCTION:** V-B

**PROPERTY OWNER:** DONALD R. LONG AND ANN F. LONG  
1460 W. CHASE DRIVE  
CORONA, CA 92882

**ZONING:** R1A (SINGLE FAMILY RESIDENTIAL, 40,000 SQ. FT. MIN. LOT SIZE)

PROJECT DESCRIPTION

PROPOSED RENEGADE TOWERS UNMANNED MULTI-CARRIER TELECOMMUNICATIONS FACILITY INCLUDING:

- A 36'-0"x56'-0" (2,016 SQ. FT.) LEASE AREA.
- A 36'-0"x56'-0" x 6'-8" TALL CMU WALL @ LEASE AREA PERIMETER.
- (2) CARRIER OUTDOOR EQUIPMENT CABINET AREAS & (1) CARRIER EQUIPMENT SHELTER.
- POWER & TELCO UTILITIES BROUGHT TO FACILITY UNDERGROUND.
- A PROPOSED UL2200 CERTIFIED 30KW STANDBY GENERATOR AND UL142 CERTIFIED 210 GALLON FUEL TANK ON A NEW 5'-0"x10'-0" CONCRETE SLAB.
- ANTENNAS W/ASSOCIATED TOWER MOUNTED EQUIPMENT MOUNTED ON A PROPOSED MONO-EUCALYPTUS.

INDEX OF DRAWINGS

1.	T1.1	TITLE, LOCATION PLAN, PROJECT DATA
2.	LS1	SURVEY
3.	LS2	SURVEY
4.	LS3	SURVEY
5.	A1.0	OVERALL SITE PLAN
6.	A1.1	ENLARGED SITE PLAN
7.	A2.1	EQUIPMENT LAYOUT PLAN
8.	A2.2	TYPICAL ANTENNA LAYOUT PLAN
9.	A3.1	ELEVATIONS
10.	A3.2	ELEVATIONS
11.	A3.3	SECTION
12.	A4.1	CONSTRUCTION DETAILS
13.	E1.1	ELECTRICAL DETAILS
14.	E1.2	ELECTRICAL DETAILS


EXHIBIT A

MST ARCHITECTS  
COMMERCIAL DIVISION  
1520 RIVER PARK DRIVE, SACRAMENTO, CA 95815  
916-567-9630  
www.MSTarchitects.com



THREE DRAWINGS AND SPECIFICATIONS AS INSTRUMENTS OF SERVICE ARE HEREBY SUBMITTED TO THE PROPERTY OF THE ARCHITECTS. THE ARCHITECTS OR THEIR FIRM HAVE MADE THESE DRAWINGS AND SPECIFICATIONS. THEY SHALL NOT BE USED BY ANY PERSON OR ENTITY ON OTHER PROJECTS WITHOUT WRITTEN CONSENT OF THE ARCHITECT. COPYRIGHT, MST ARCHITECTS, INC. ALL RIGHTS RESERVED.

SKYLINE  
RENEGADE TOWERS, LLC  
CORONA, CA



SHEET TITLE:  
TITLE SHEET, LOCATION PLAN, PROJECT DATA

Revisions:

△ --	
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File: 231.0004.T11.dwg  
Drawn By: TST  
Checked By: MST  
Scale: AS NOTED  
Date: 10/30/18

Job No. 231.0004

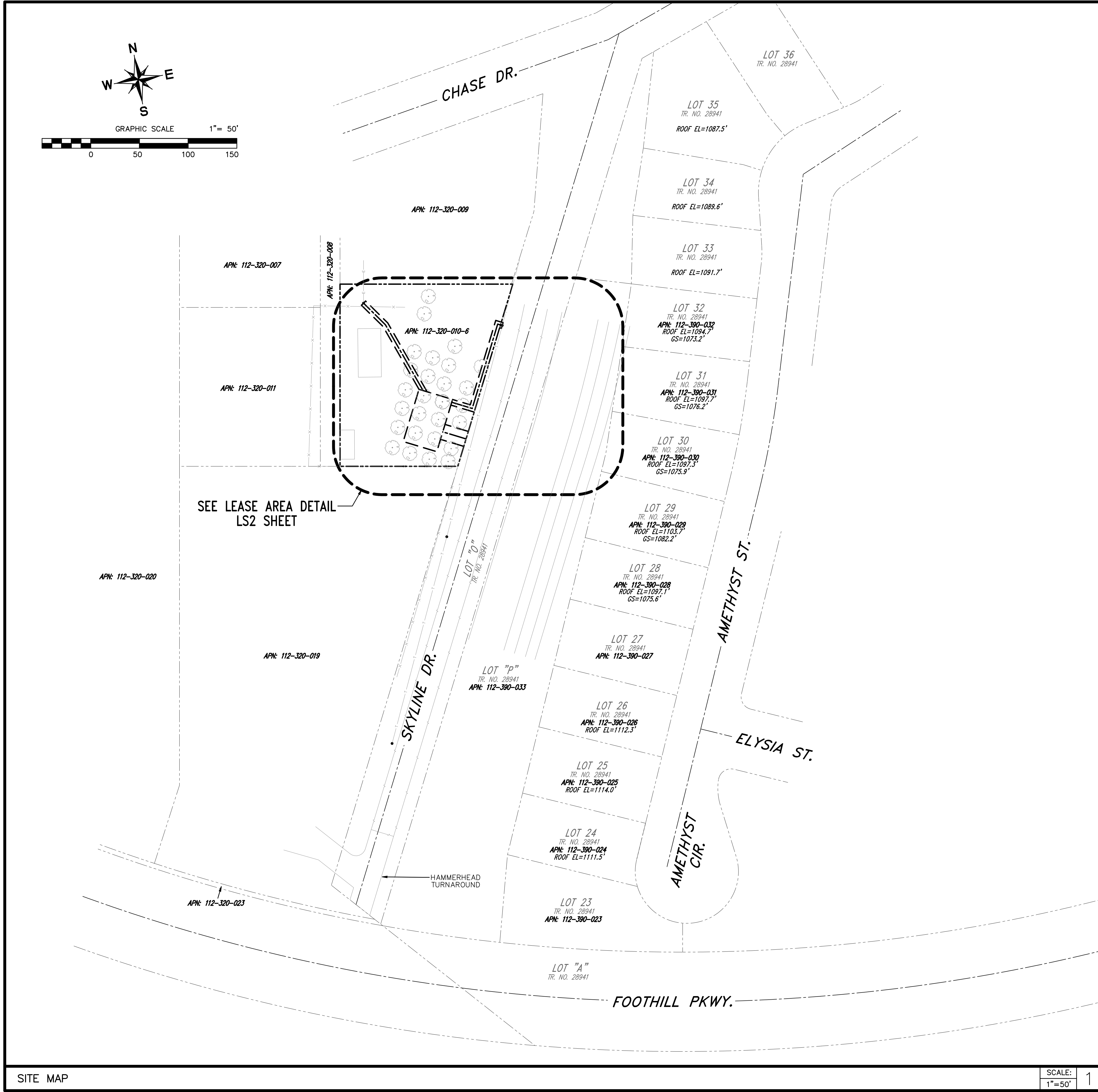
T1.1



ANY ELECTRONIC DIGITAL MEDIA PROVIDED BY PAS TO OUR CLIENT IS A COURTESY AND IS NOT TO BE REPRODUCED, DISTRIBUTED, SOLD, ALTERED, REVISED, EDITED OR AMENDED WITHOUT EXPRESS WRITTEN CONSENT OF AN OFFICER OF PAS. FURTHER, ONLY THE FINAL STAMPED, SIGNED AND DATED ORIGINAL "HARD COPY" VERSION OF OUR SURVEY MAP IS CONSIDERED TO BE OUR LEGALLY RECOGNIZED PRODUCT.

F:\PROJECTS\OPA\RENEGADE\SKYLINE\OFFICE\006\_R4BFS\W.S. R4BFS 04-18-18-18.pro

170



LEGEND

MANHOLE	FIRE HYDRANT
LIGHT POLE	MONUMENT
DEAD WALNUT TREE	HANDICAPPED PARKING
JP JOINT POLE	TP TELEPHONE POLE
PP POWER POLE	SPOT ELEVATION

EDGE OF PAVEMENT

OVERHEAD ELECTRIC LINE

FENCE LINE

PROPERTY LINE

AMSL.....ABOVE MEAN SEA LEVEL

AGL.....ABOVE GROUND LEVEL

CP #.....FIELD CONTROL POINT

DATE OF FIELD VISIT: 07/17/17

SURVEYED BY/ OR UNDER THE DIRECTION OF: Oliver Philip Auer  
L.S. 5075

NOTES:  
THIS IS NOT A BOUNDARY SURVEY. THIS IS A CELLULAR TELECOMMUNICATIONS TOPOGRAPHIC SURVEY MAP WITH EXISTING PARENT PARCEL LINES AND EASEMENTS BEING A GRAPHIC DEPICTION OF VARIOUS INFORMATION GATHERED FROM PRELIMINARY REPORTS, RECORD INFORMATION AND AVAILABLE MONUMENTS FOUND DURING THE FIELD SURVEY. UNLESS OTHERWISE NOTED, NO UNDERGROUND UTILITY LOCATING SERVICE COMPANY WAS CONTACTED PRIOR TO THIS MAP BEING PREPARED; THEREFORE, THERE MAY BE NON-VISIBLE OR OBSCURE UTILITIES EXISTING ON THE PROPERTY NOT SHOWN ON THIS MAP.

PARENT PARCEL DESCRIPTION:  
SEE CONDITION OF TITLE GUARANTEE DESCRIPTION EXTRACT, LS2 SHEET.

LEASE AREA DESCRIPTION:  
SEE LS3 SHEET.

JOINT ACCESS & UTILITY EASEMENT DESCRIPTION:  
SEE LS3 SHEET.

UTILITY EASEMENT DESCRIPTION(S):  
SEE LS3 SHEET.

BASIS OF ELEVATIONS: NAVD 88.

BASIS OF BEARINGS: CALIFORNIA STATE PLANE COORDINATE SYSTEM, ZONE 6, NAD 83.

PROJECT BENCH: SEE LS2 SHEET.

OWNER'S INFORMATION: DONALD R. LONG AND ANN F. LONG  
1460 W. CHASE DRIVE  
CORONA, CA 92882

NET AREA OF:  
UNDERLYING PARCEL(S): 0.64± AC.

SITE LOCATED IN FLOOD ZONE X, ANDA AREA OF 0.2 PERCENT ANNUAL CHANCE FLOOD HAZARD, PER FEMA FIRM COMMUNITY PANEL NUMBER 06059C0225J, EFFECTIVE DATE 12/3/2009, PER FEMA INTERACTIVE WEBSITE.

FAA 1A CERTIFICATION:  
LATITUDE AND LONGITUDE WAS OBTAINED FROM INFORMATION PROVIDED BY A GPS SURVEY. THE GEODETIC POSITION SHOWN WAS DETERMINED UTILIZING FAST-STATIC GPS OBSERVATIONS FROM NGS CORS STATION(S) USING TRIMBLE 4600LS RECEIVERS. THE DATA WAS DIFFERENTIALLY CORRECTED WITH TRIMBLE GPS SURVEY SOFTWARE.  
LATITUDE, LONGITUDE AND ELEVATIONS DENOTED ON THIS SURVEY MEET OR EXCEED THE FEDERAL AVIATION ADMINISTRATION 1-A STANDARD.  
ELEVATION OF GROUND AT GPS POINT: 1056.2' AMSL

LATITUDE: 33°50'36.70"  
LONGITUDE: 117°35'51.34" (NAD 83)

THE MAP WAS PREPARED FOR VISTA TOWERS FOR THE PURPOSE OF FILING A PERMIT WITH THE COUNTY OF RIVERSIDE.

VICINITY MAP NOT TO SCALE

PROJECT INFORMATION:

SKYLINE  
SKYLINE DRIVE  
CORONA, CA

CURRENT ISSUE DATE:

04/18/18

ISSUED FOR:

ZONING

REV.: DATE: DESCRIPTION: BY:

0	04/18/18	90% ISSUE	TCN
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PLANS PREPARED BY:

Phil Auer Surveying  
14407 Corte Lejos, Bakersfield, CA 93314  
Phone: (881) 587-6129  
Mobile: (510) 714-7224  
E-mail: Pasls5075@att.net

CONSULTANT:

DRAWN BY: CHK.: APV.:

TCN	OPA	OPA
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LICENSER:

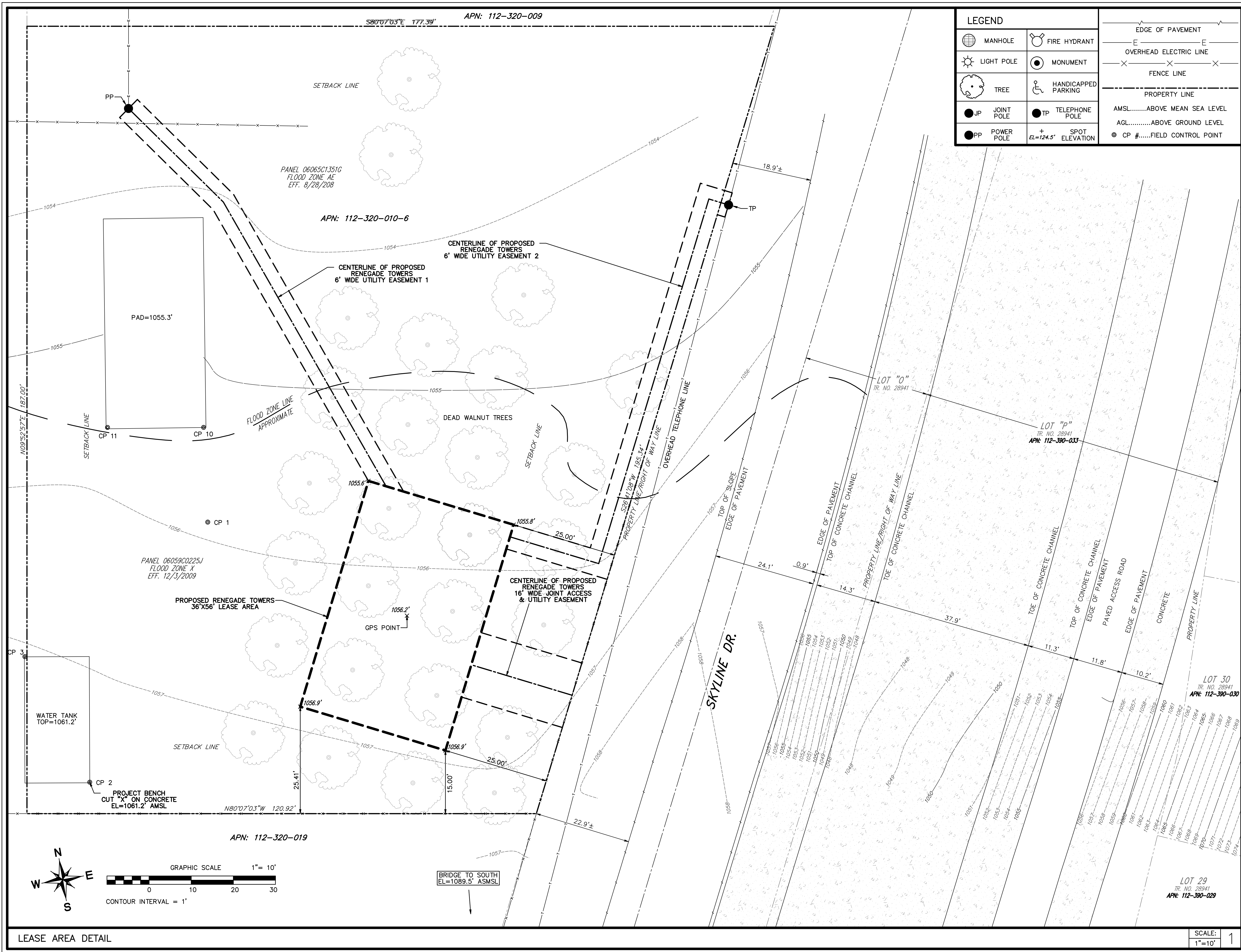
SHEET TITLE:


TOPOGRAPHIC  
SURVEY MAP

SHEET NUMBER:

LS1





 <div style="display: inline-block; vertical-align: middle; margin-left: 10px;"> <b>RENEGADE TOWERS, LLC</b> </div>			
PROJECT INFORMATION: _____			
<b>SKYLINE</b> SKYLINE DRIVE CORONA, CA			
CURRENT ISSUE DATE: _____			
04/18/18			
ISSUED FOR: _____			
ZONING			
REV.: _____ DATE: _____ DESCRIPTION: _____ BY: _____			
0	04/18/18	90% ISSUE	TCN
PLANS PREPARED BY: _____			
<i><b>Phil Auer Surveying</b></i> 14407 Corte Lejos, Bakersfield, CA 93314 Phone: (661) 587-6129 Mobile: (510) 714-7224 E-mail: Pasis5075@att.net			
CONSULTANT: _____			
DRAWN BY: _____ CHK.: _____ APV.: _____			
TCN	OPA	OPA	
LICENSER: _____			
SHEET TITLE: _____			
<b>TOPOGRAPHIC SURVEY MAP</b>			
SHEET NUMBER: _____			
<b>LS2</b>			



CONDITION OF TITLE GUARANTEE DESCRIPTION EXTRACT

All that certain real property situated in the County of Riverside, State of California, described as follows:

THAT PORTION OF LOT 2, CORONA HEIGHTS NO. 1, IN THE CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 7, PAGE 29 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT ON THE SOUTHWESTERLY LINE OF SAID LOT, 353.67 FEET, SOUTHEASTERLY FROM THE MOST WESTERLY CORNER THEREOF;  
THENCE NORTH 9° 26' EAST, 40 FEET;  
THENCE NORTH 69° 24' EAST, 96.45 FEET;  
THENCE NORTH 09° 6' EAST TO A POINT ON THE NORTHERLY LINE OF SAID LOT;  
THENCE SOUTH 74° 48' EAST, 164.86 FEET;  
THENCE SOUTH 09° 23' WEST, 126.87 FEET TO THE POINT OF BEGINNING;  
THENCE SOUTH 80° 37' 00" EAST TO A POINT ON THE EASTERLY LINE OF SAID LOT;  
THENCE SOUTH ALONG THE EASTERLY LINE OF SAID LOT, A DISTANCE OF 210 FEET, MORE OR LESS TO THE NORTHEASTERLY CORNER OF THE LAND CONVEYED TO HARRISON M. PROCTOR AND EVELYN B. PROCTOR, HUSBAND AND WIFE AS JOINT TENANTS, BY DEED RECORDED APRIL 13, 1964 AS INSTRUMENT NO. 44915 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;  
THENCE NORTH 80° 37' WEST, ALONG THE NORTHERLY LINE OF SAID LAND CONVEYED TO HARRISON M. PROCTOR, ET UX, 120.92 FEET TO A POINT THAT BEARS SOUTH 09° 23' WEST, FROM THE TRUE POINT OF BEGINNING;  
THENCE NORTH 09° 23' EAST, 187.00 FEET, MORE OR LESS TO THE TRUE POINT OF BEGINNING.

APN: 112-320-010-6



PROJECT INFORMATION:

SKYLINE  
SKYLINE DRIVE  
CORONA, CA

CURRENT ISSUE DATE:

04/18/18

ISSUED FOR:

ZONING

REV.: DATE: DESCRIPTION: BY:

0	04/18/18	90% ISSUE	TCN

PLANS PREPARED BY:

*Phil Auer Surveying*  
14407 Corte Lejos, Bakersfield, CA 93314  
Phone: (881) 587-6129  
Mobile: (510) 714-7224  
E-mail: Pals5075@att.net

CONSULTANT:

DRAWN BY: CHK.: APV.:

TCN	OPA	OPA
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LICENSER:

SHEET TITLE:

TOPOGRAPHIC  
SURVEY MAP

SHEET NUMBER:

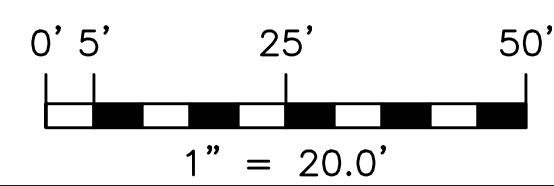
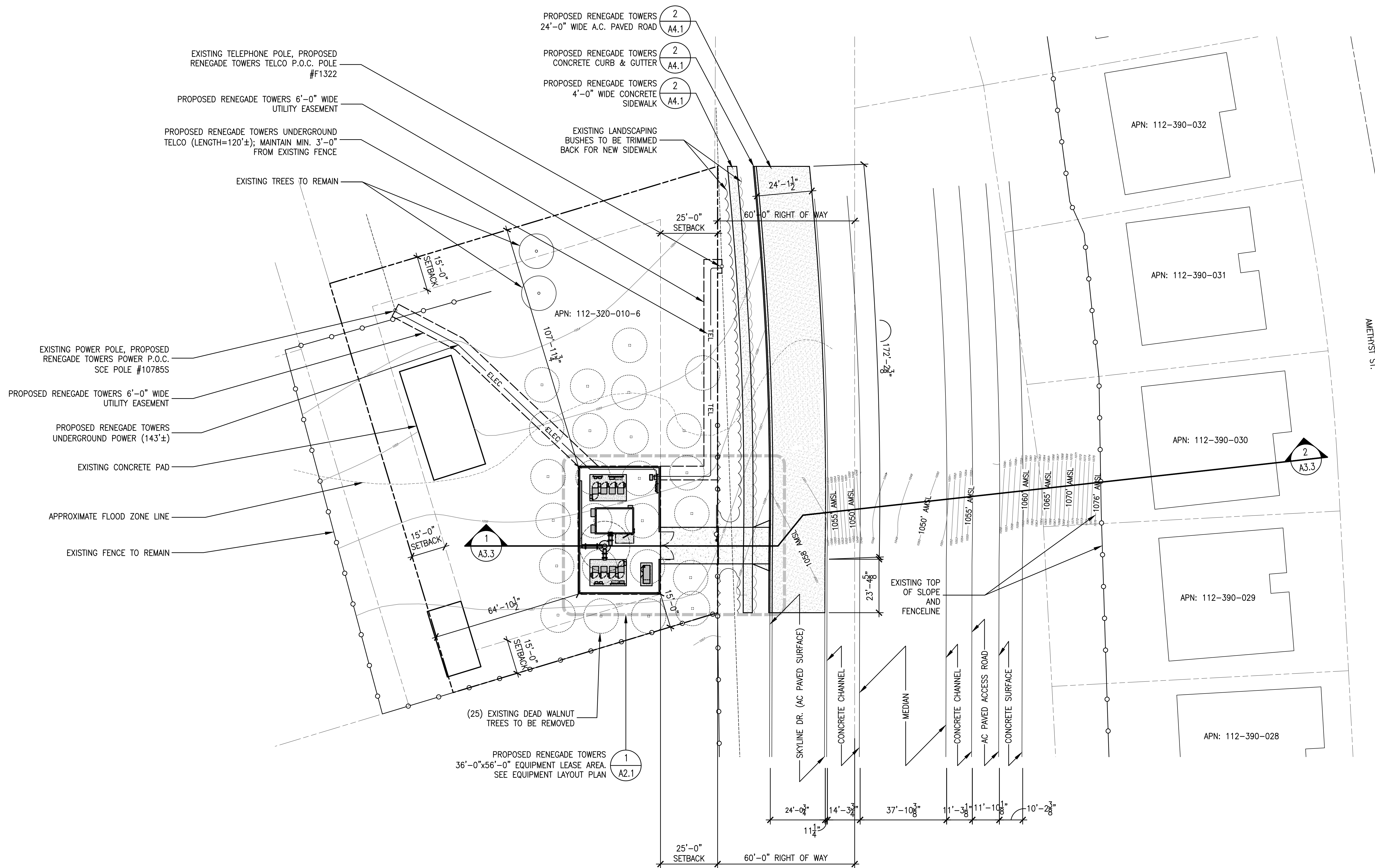
LS3



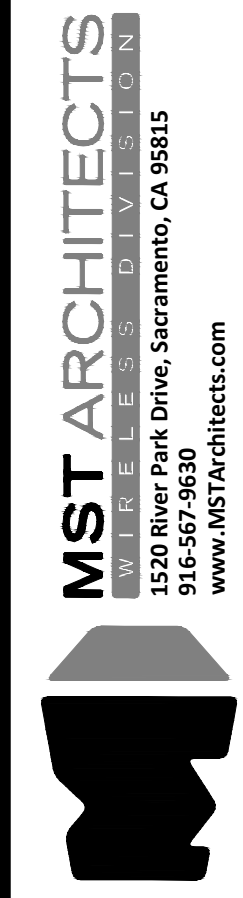


NOTE: NEW SIDEWALK, CURB, GUTTER AND ROAD TO BE IMPROVED IN FRONT OF PARCEL 112-320-010-6 ONLY

NOTE: NEW SIDEWALK, CURB, GUTTER AND ROAD TO BE DESIGNED BY REGISTERED CIVIL ENGINEER



1 ENLARGED SITE PLAN  
A1.1 SCALE: 1" = 20.0'



SKYLINE DRIVE  
CORONA, CA  
**RENEGADE TOWERS, LLC**  
ENLARGED SITE PLAN

Revisions:
△ --
△ --
△ --
△ --
△ --

File: 231.000A11.dwg  
Drawn By: TST  
Checked By: MST  
Scale: AS NOTED  
Date: 10/30/18

Job No. 231.0004

**A1.1**

**Project Number: CUP2018-0003**

**Description: MONO-EUCALYPTUS NORTH OF FOOTHILL, WEST OF SKYLINE DR**

**Applied: 2/20/2018**

**Approved:**

**Site Address: 0 CORONA, CA 92882**

**Closed:**

**Expired:**

**Status: RECEIVED**

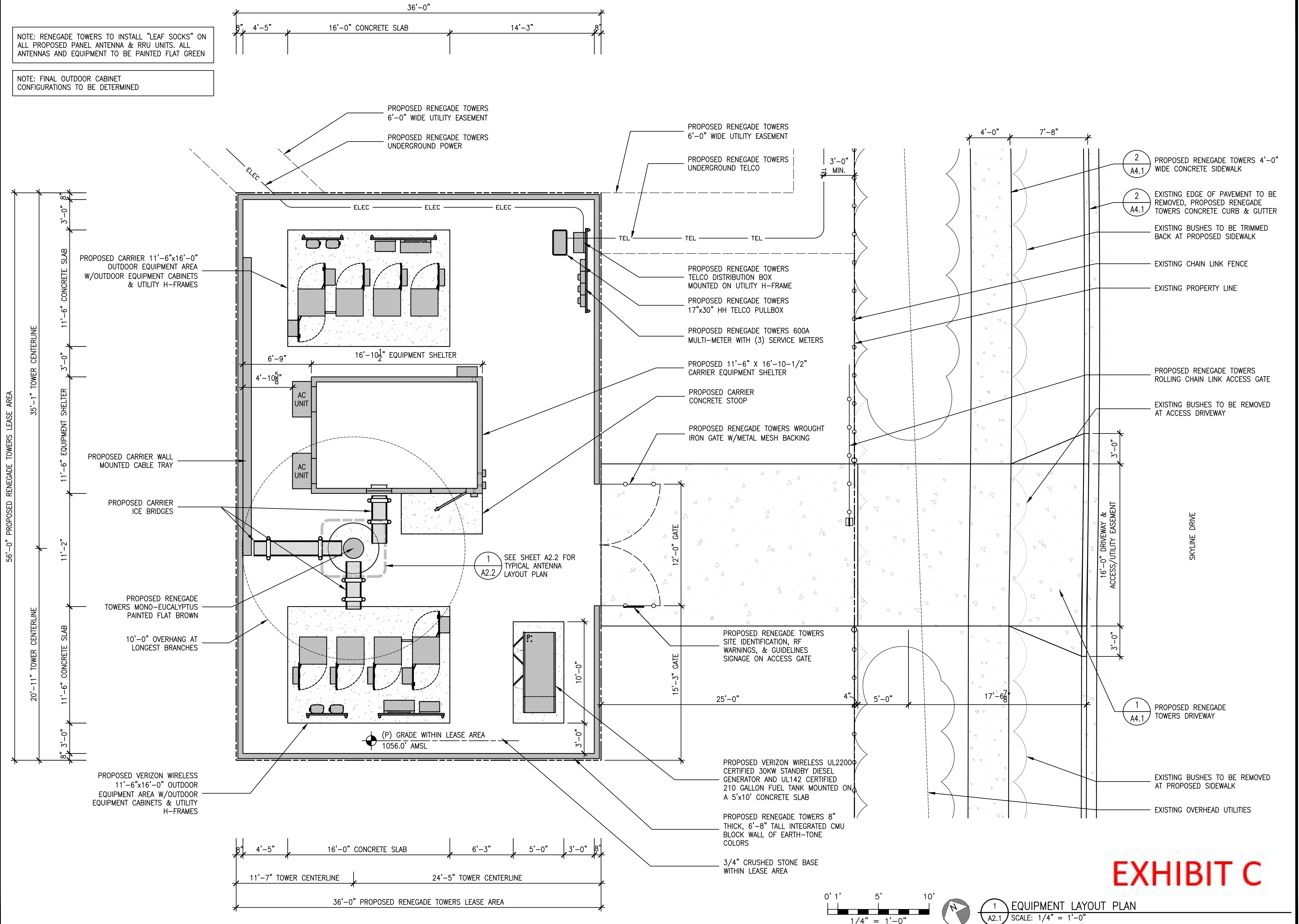
**Applicant: PLANCOM, INC. FOR RENEGADE TOWERS  
250 EL CAMINO REAL #117 TUSTIN CA, 92780**

**Parent Project:**

**Details:**

LIST OF CONDITIONS	
DEPARTMENT	CONTACT
BUILDING	Oscar Davalos
<p>1. BUILDING DEPARTMENT CONDITIONS</p> <p>2. Construction activity shall not occur between the hours of 8:00 pm to 7:00 am, Monday thru Saturday and 6:00 pm to 10:00 am on Sundays and Federal Holidays.</p> <p>3. Submit five (5) complete sets of plans including the following - * Plot Plan * Foundation Plan * Floor Plan * Ceiling and roof framing plan * Electrical Plans (electrical service shall be underground per Corona Municipal Code Section 15.06), including size of main switch, number and size of service entrance conductors, circuit schedule and demand load. * Plumbing and sewer plan, isometric, including underground diagram, water piping diagram, sewer or septic tank location, fixture units, gas piping and vents, heating and air conditioning diagram. * Landscape and Irrigation plans; Submit four (4) complete sets detached from building plans. Landscape Maintenance District plans shall be submitted directly to the Public Works Department. Landscape plans shall be approved prior to the issuance of any Building Permits.</p> <p>4. Submit two (2) sets of structural calculations, energy conservation calculations and soils reports. Architects/Engineers stamp and wet signature is required prior to submittal of plan check.</p> <p>5. Separate permits are required for all fences, walls and paving.</p> <p>6. All contractors must show proof of State and City licenses, and workmen's compensation insurance to the City prior to the issuance of permits.</p> <p>7. All Fees Including Development Fees Must Be Paid in Full Prior to NIC or C of O Issuance</p> <p>8. All Fees Including City Impact Fees Must Be Paid in Full Prior to NIC or C of O Issuance</p>	
FIRE	Cindi Schmitz
<p>1. A specific address, assigned by the City of Corona, shall be provided for each building as specified by the fire department address standard which can be obtained at the fire department counter at City Hall. Address must be illuminated during all hours of darkness.</p> <p>2. Fire extinguishers shall be provided prior to occupancy. Fire extinguishers shall bear a California State Fire Marshal's service tag; it shall be appropriately rated for the hazard; it shall be mounted so that the top of the extinguisher is no higher than five (5) feet above floor level; and shall be located such that the travel distance to an extinguisher does not exceed seventy-five (75) feet.</p> <p>3. Hazardous Materials Disclosure and Business Emergency Plan required to be submitted and approved prior to occupancy or use.</p>	
PLANNING	Sandra Yang
<p>1. If approved, this permit hereby allowed is conditional upon the privileges being utilized by the securing of the first permit thereof, or compliance with all conditions on the granting of this conditional use permit within two (2) years after the effective date thereof, and if they are not utilized, or construction work is not begun within said time and carried on diligently to completion, this authorization shall become void, and any privilege or permit granted shall be deemed to have lapsed.</p>	





NOTE: RENEGADE TOWERS TO INSTALL "LEAF SOCKS" ON ALL PROPOSED PANEL ANTENNA & RRU UNITS. ALL ANTENNAS AND EQUIPMENT TO BE PAINTED FLAT GREEN

NOTE: FINAL OUTDOOR CABINET CONFIGURATIONS TO BE DETERMINED

PROPOSED CARRIER 11'-6"x16'-0" OUTDOOR EQUIPMENT AREA W/OUTDOOR EQUIPMENT CABINETS & UTILITY H-FRAMES

PROPOSED RENEGADE TOWERS 6'-0" WIDE UTILITY EASEMENT

PROPOSED RENEGADE TOWERS UNDERGROUND POWER

PROPOSED RENEGADE TOWERS 6'-0" WIDE UTILITY EASEMENT

PROPOSED RENEGADE TOWERS UNDERGROUND TELCO

PROPOSED RENEGADE TOWERS TELCO DISTRIBUTION BOX MOUNTED ON UTILITY H-FRAME

PROPOSED RENEGADE TOWERS 17"x30" HH TELCO PULLBOX

PROPOSED RENEGADE TOWERS 600A MULTI-METER WITH (3) SERVICE METERS

PROPOSED 11'-6" X 16'-10-1/2" CARRIER EQUIPMENT SHELTER

PROPOSED CARRIER CONCRETE STOOP

PROPOSED RENEGADE TOWERS WROUGHT IRON GATE W/METAL MESH BACKING

1 SEE SHEET A2.2 FOR TYPICAL ANTENNA LAYOUT PLAN

PROPOSED RENEGADE TOWERS SITE IDENTIFICATION, RF WARNINGS, & GUIDELINES SIGNAGE ON ACCESS GATE

PROPOSED VERIZON WIRELESS UL220000 CERTIFIED 30KW STANDBY DIESEL GENERATOR AND UL142 CERTIFIED 210 GALLON FUEL TANK MOUNTED ON A 5'x10' CONCRETE SLAB

PROPOSED RENEGADE TOWERS 8" THICK, 6'-8" TALL INTEGRATED CMU BLOCK WALL OF EARTH-TONE COLORS

3/4" CRUSHED STONE BASE WITHIN LEASE AREA

2 PROPOSED RENEGADE TOWERS 4'-0" WIDE CONCRETE SIDEWALK

2 EXISTING EDGE OF PAVEMENT TO BE REMOVED, PROPOSED RENEGADE TOWERS CONCRETE CURB & GUTTER

EXISTING BUSHES TO BE TRIMMED BACK AT PROPOSED SIDEWALK

EXISTING CHAIN LINK FENCE

EXISTING PROPERTY LINE

PROPOSED RENEGADE TOWERS ROLLING CHAIN LINK ACCESS GATE

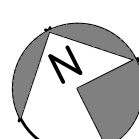
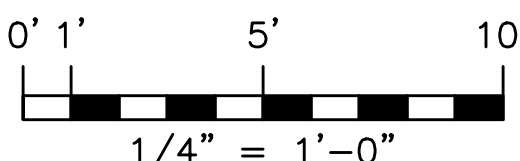
EXISTING BUSHES TO BE REMOVED AT ACCESS DRIVEWAY

1 PROPOSED RENEGADE TOWERS DRIVEWAY

EXISTING BUSHES TO BE REMOVED AT PROPOSED SIDEWALK

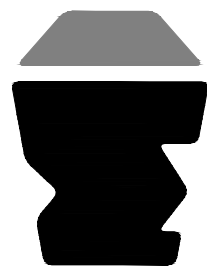
EXISTING OVERHEAD UTILITIES

EXHIBIT C



1 EQUIPMENT LAYOUT PLAN  
A2.1 SCALE: 1/4" = 1'-0"

MST ARCHITECTS  
1550 K Street, Suite 100  
Corona, CA 92605  
951-527-5650  
www.MSTarchitects.com



RENEGADE TOWERS, LLC  
SKYLINE DRIVE  
CORONA, CA

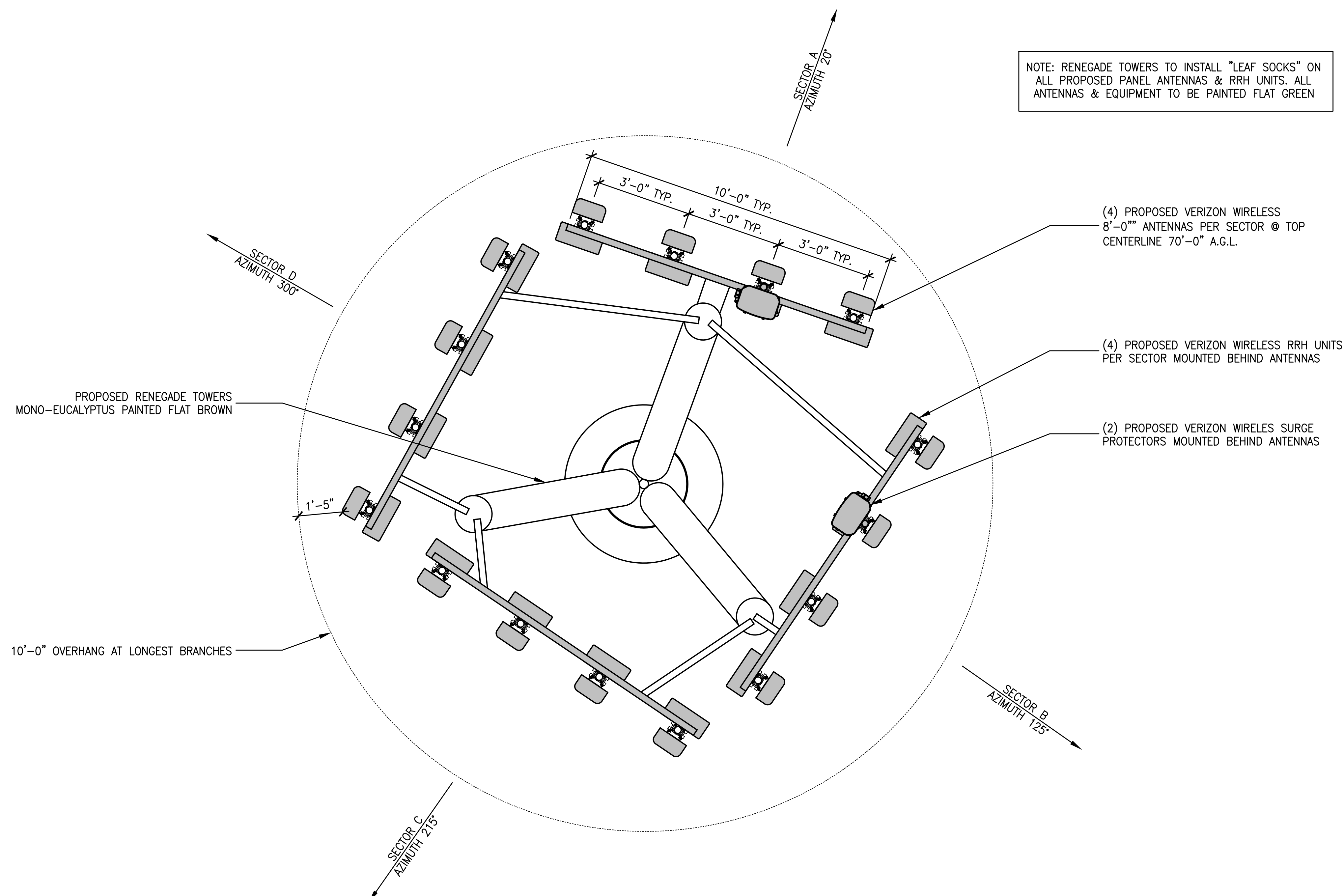
SHEET TITLE: EQUIPMENT LAYOUT PLAN

Revisions:
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File: 231.000A21.dwg  
Drawn By: TST  
Checked By: MST  
Scale: AS NOTED  
Date: 10/30/18

Job No. 231.0004

A2.1



NOTE: RENEGADE TOWERS TO INSTALL "LEAF SOCKS" ON ALL PROPOSED PANEL ANTENNAS & RRH UNITS. ALL ANTENNAS & EQUIPMENT TO BE PAINTED FLAT GREEN

(4) PROPOSED VERIZON WIRELESS 8'-0" ANTENNAS PER SECTOR @ TOP CENTERLINE 70'-0" A.G.L.

(4) PROPOSED VERIZON WIRELESS RRH UNITS PER SECTOR MOUNTED BEHIND ANTENNAS

(2) PROPOSED VERIZON WIRELESS SURGE PROTECTORS MOUNTED BEHIND ANTENNAS

PROPOSED RENEGADE TOWERS MONO-EUCALYPTUS PAINTED FLAT BROWN

10'-0" OVERHANG AT LONGEST BRANCHES

# EXHIBIT D

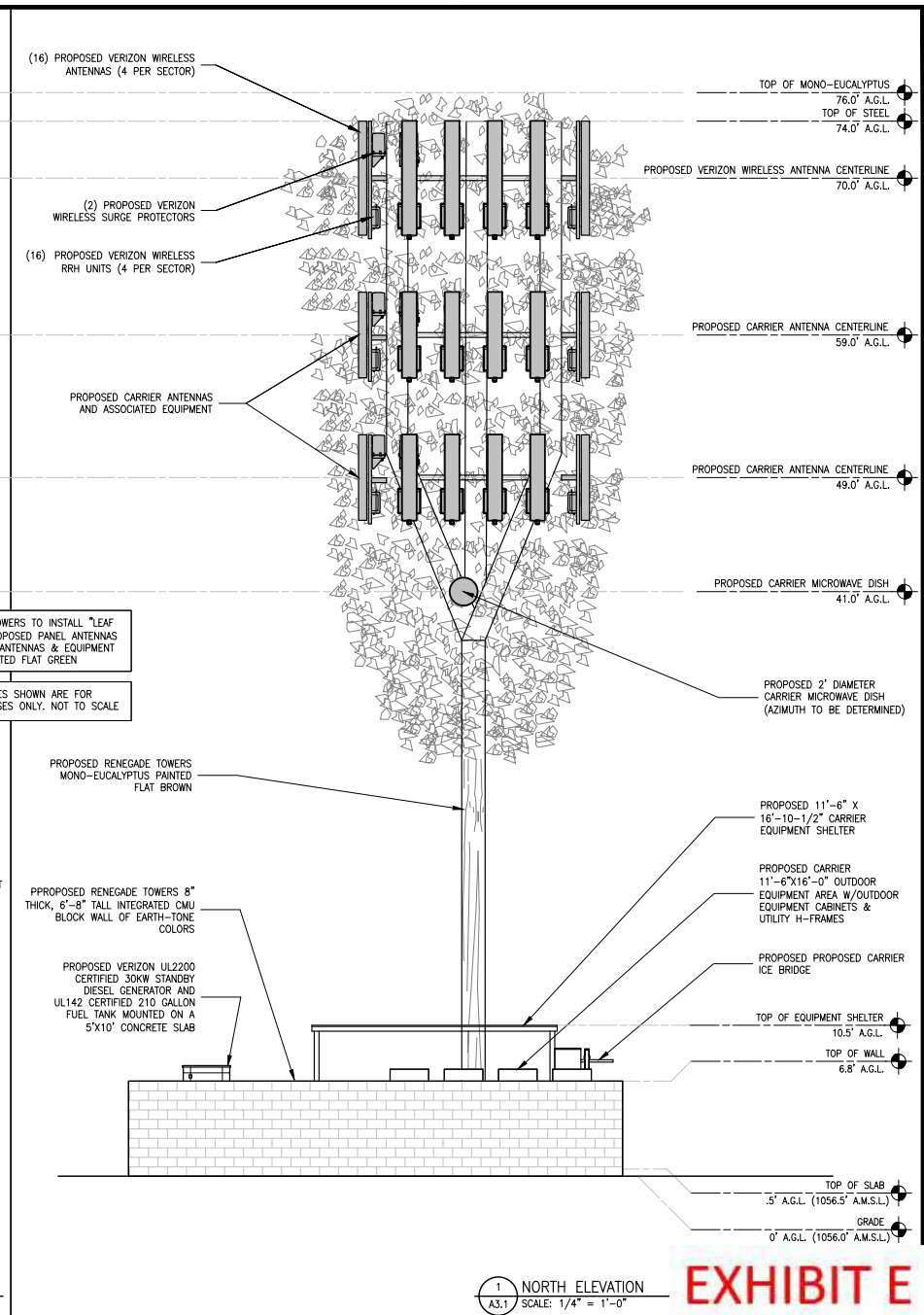
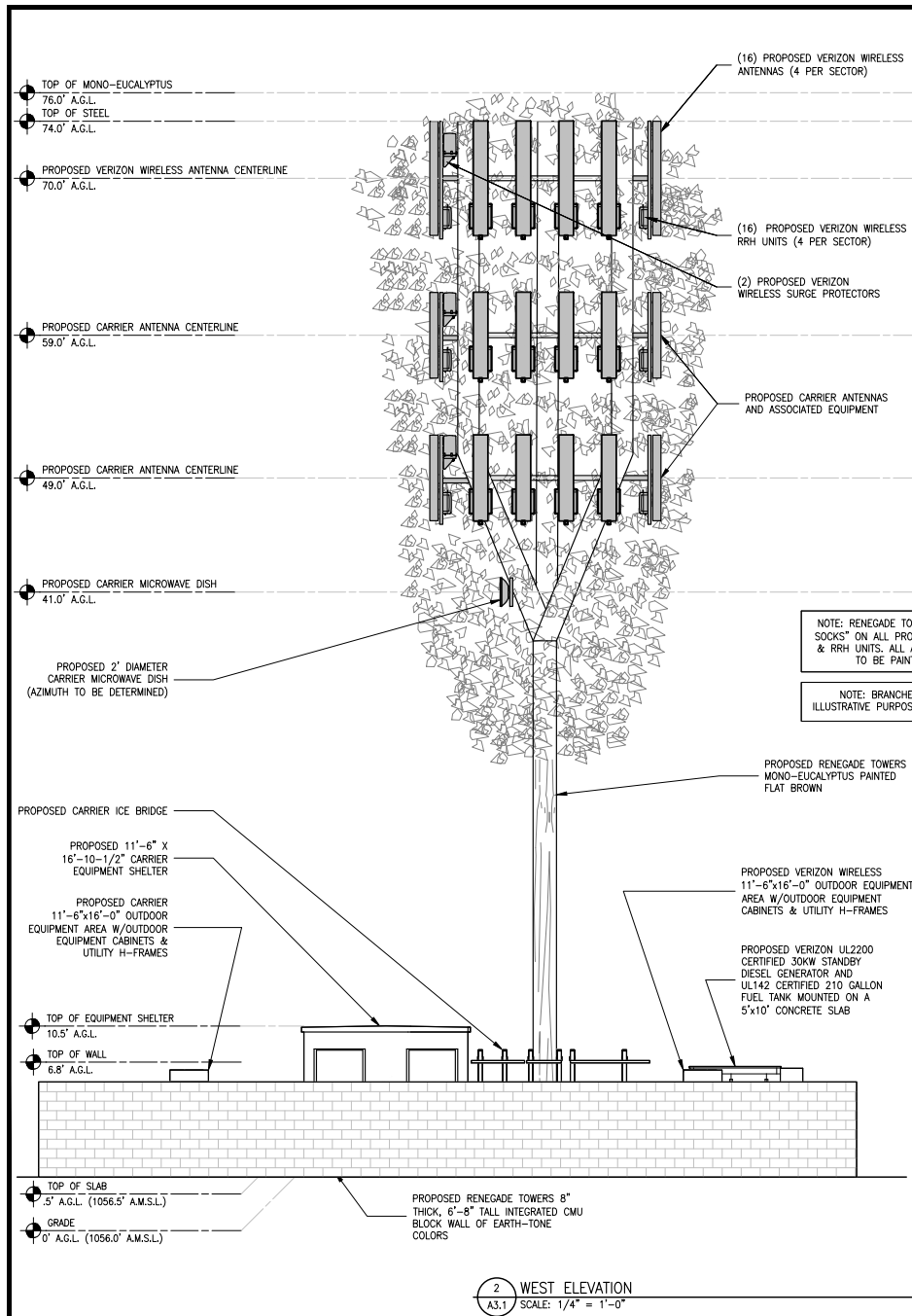
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Checked By: MST
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Date: 10/30/18

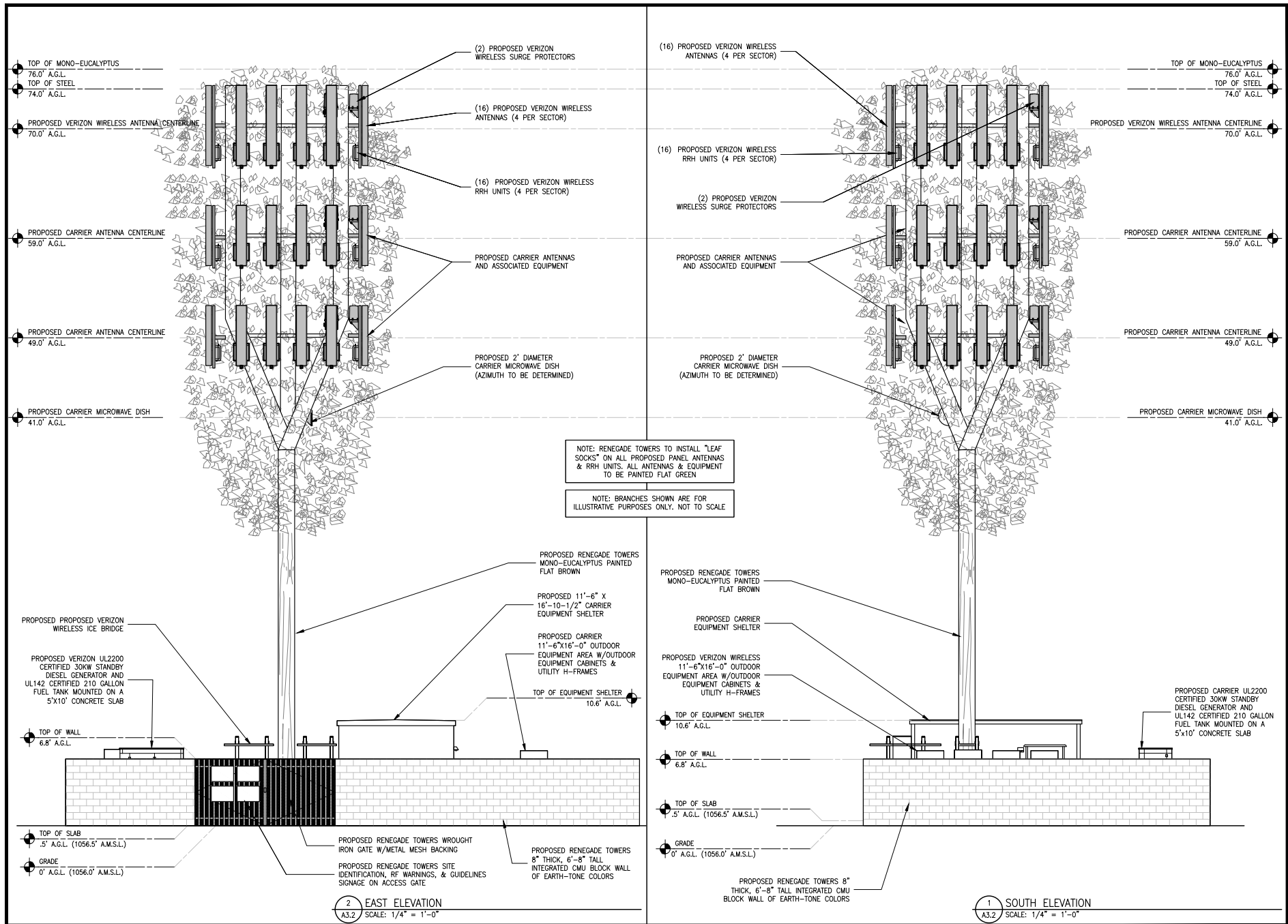
Job No. 231.0004

A2.2





**EXHIBIT E**



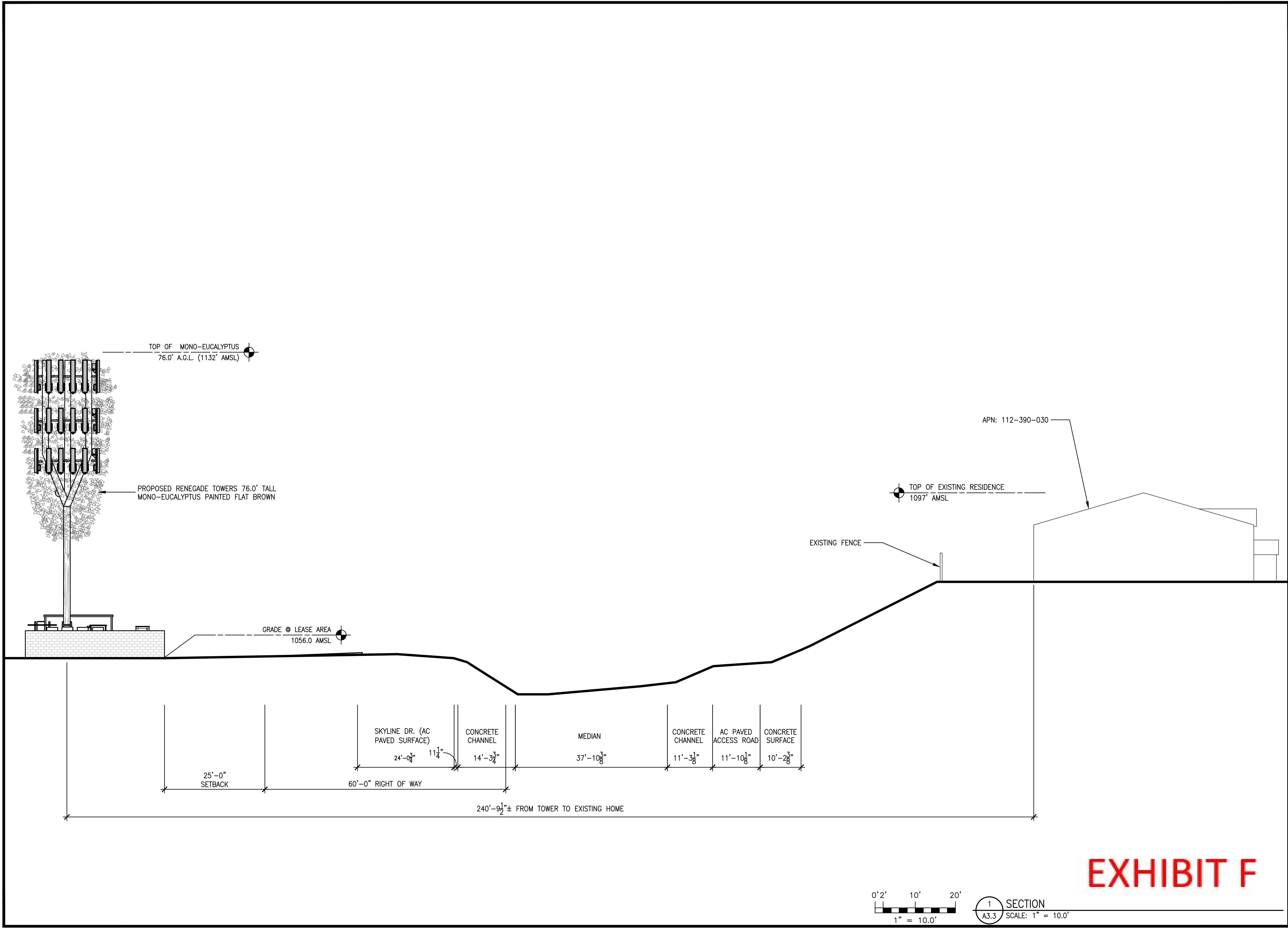
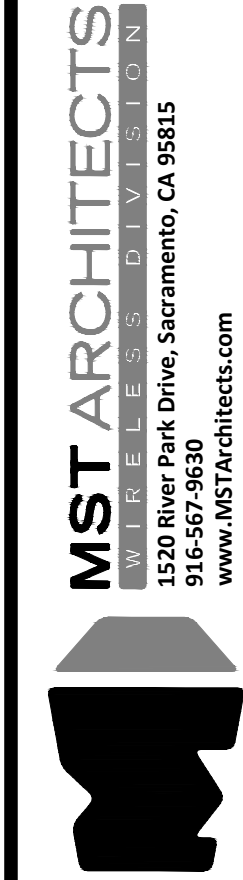


EXHIBIT F



**MST ARCHITECTS**  
COMMERCIAL DIVISION  
1500 Broadway Drive, Sacramento, CA 95815  
916-427-9650  
www.MSTArchitects.com

THESE DRAWINGS AND SPECIFICATIONS ARE INSTRUMENTS OF SERVICE AND SHALL REMAIN THE PROPERTY OF MST ARCHITECTS, INC. NO PART OF THESE DRAWINGS OR SPECIFICATIONS SHALL NOT BE USED BY ANY PERSON OR ENTITY ON OTHER PROJECTS WITHOUT WRITTEN CONSENT OF THE ARCHITECT. COPYRIGHT, MST ARCHITECTS, INC. ALL RIGHTS RESERVED.

RENEGADE TOWERS, LLC  
SKYLINE DRIVE  
CORONA, CA

SECTION

SHEET TITLE:

Revisions:
△ --
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File: 231.0004A33.dwg
Drawn By: TST
Checked By: MST
Scale: AS NOTED
Date: 10/30/18

Job No. 231.0004

A3.3



## **I. Alternate Site Analysis**

Renegade Towers identified the coverage gap in this area in late 2016 and initially met with the City of Corona to review the coverage alternatives. Prior to Renegade Towers, Verizon and T-Mobile had separately worked to resolve the demand for improved wireless network performance to no avail. During our initial review we reviewed multiple parcels prior to identifying the current proposed location. At the request of the City of Corona, we revisited the area following the first Infrastructure Committee Meeting on November 1, 2017 prior to the formal submittal of our current location. On January 3, 2019, we attended a second Infrastructure Committee Meeting at which the City requested that we revisit the area once again and in particular discuss potential sites at Alternate 3 (Quality Growers Nursery), Alternate 4 (Corey Addison's parcel), and Alternate 8 (Riverside County Flood Control/Water Conservation District).

Renegade Towers has made a concerted effort over the last three years which is in addition to prior multi-year efforts by both T-Mobile and Verizon to find a candidate that meets the requirements for coverage, zoning, and an interested property owner. In good faith, we extended the timing of this hearing to allow us to make detailed inquiries with all the properties raised during our most recent Infrastructure Committee meeting. This has ultimately ended with the same conclusion that the best alternative to provide a single site solution for this critical area within the City of Corona is at the current location. Importantly, it should be noted that the alternate locations do not offer significantly different design solutions to mitigate the proposed use, but primarily serve to shift the proposed use to a different set of neighbors.

The following is a summary of Renegade Towers interaction with the ten alternative site locations. In the attached Exhibit A are maps illustrating the locations of the alternative sites. Detailed documentation of our interaction with the alternative property owners can be found in the attached Exhibit B. Exhibit C contains the access easement for Quality Grower's, Inc.

**Proposed Site Location:** APN: 112-320-010  
Address: Unaddressed, Corona, CA 92882  
Ownership: Ann and Don Long

**Alt. 1 - APN: 112-320-004**  
**Address:** 1500 West Chase Drive, Corona, CA 92882  
**Ownership:** Martin and Betty Deanda  
**Reason for infeasibility:** Lease agreement could not be obtained. The property owners and Renegade Towers reviewed the proposal for a site at this property. Following detailed discussions and email regarding the proposed use the owners were ultimately not interested in the terms of the deal.  
**Documentation:** Attached is an email to the property owners.

**Alt. 2 - APN: 112-320-026**  
**Address:** Unaddressed, City of Corona, CA 92882  
**Ownership:** John and Esther Prichard  
**Reason for Infeasibility:** Lease agreement could not be obtained. As stated, three key elements for a potential site are proposed coverage, zoning, and a willing landlord. In this instance, the Property owners have been unresponsive and as such not interested in the proposed use at this location.  
**Documentation:** Attached is the initial letter of interest mailed to the property owner.

**Alt. 3 - APN: 275-080-021 (Quality Growers Nursery, Inc.)**  
**Address:** 3325 Mangular Avenue, Corona, CA 92882  
**Ownership:** Martin and Dolores Gonzalez  
**Reason for Infeasibility:** Property owner was unresponsive when we contacted them in early 2018. At that time, we were also made aware that Quality Growers, Inc. had entered an agreement with another tower company in the past but that deal ultimately fell through due to several issues:

1. Grading off of Foothill parkway doesn't meet the fire departments minimum requirements.



2. Easement and access issues through two other private properties. Easement is solely for access.
3. Power run of 1,200 feet

This site was raised again during the January 3, 2019 Infrastructure Committee Meeting as a potential candidate for the proposed use. As such, on January 4, 2019 we contacted Quality Growers to discuss the proposed use, and to review the issues that ended the first attempt at a site at this location. We visited the property to identify a potential location and also looked in detail at the road, access and power.

Separately, Renegade Towers discussed the proposed use with Fire Marshall Cindi Schmitz with the City of Corona and she stated that our projects access path does not meet the minimum requirements of both the County of Riverside and City of Corona Fire Departments due to its width and extreme grade of the road. As such, she indicated the City could not approve a site at this location.

Finally, Quality Growers parcel is land locked and accessible only via an easement. We reviewed the easement and confirmed that the easement is solely for the purpose of access and cannot be used for utilities. As such, this is another reason why a site cannot be developed at this location.

**Documentation:** Attached is our interaction with Fire Marshall Cindy Schmitz. Quality Growers Inc., easement can be found in the attached Exhibit C.

**Alt. 4 - APN: 275-080-041 (Ridge North of Nursery)**

**Address:** Unaddressed

**Ownership:** Corey Addison

**Reason for Infeasibility:** This parcel is still owned by Corey Addison. Renegade Towers met with Mr. Addison in December of 2017 regarding the proposed use on his parcel. Unfortunately, the parties could not agree on the business terms for a potential site at this property. Since our initial meeting, the parcel is in escrow with a condition of sale that the parcel is rezoned and its development plan approved. At the request of the City during the last Infrastructure Committee Meeting we contacted the new potential owner regarding our proposed use. A deal at this location is complicated by a number of factors including the uncertainty related to any project in this stage of development and the significant grading proposed in the development project to accommodate a retail space, an office building and a parking lot. We have been working with the developer to identify a location for a communication site. Ultimately, Renegade has decided not to move forward with a site at this location due to several reasons.

1. The developer's project is still in the design phase and it is difficult at this stage to determine if our proposed use would fit within their development. The developer is revising their site plan and we have not received the new design at this time.
2. The City of Corona has not approved the project site plan, the rezoning of the parcel or a wireless use at this location.
3. The rezoning, approval, funding, grading, and construction of the developer's proposal is 4-5 years out. As such, the area would have poor coverage for another 5 years assuming the developer's project gets approved.

**Documentation:** Attached is our interaction with the developer.

**Alt. 5 - APN: 275-080-002 (County Ridge)**

**Address:** Unaddressed,

**Ownership:** Top Capital, LLC.: Yee Chen Yeh

**Reason for Infeasibility:** Lease agreement could not be obtained.

**Documentation:** The initial letter was mailed to the property owners and was followed by a phone call notifying Renegade Towers that they were not interested.

**Alt. 6 - APN: 112-310-009 and 112-310-010 (East of Basin)**

**Address:** Both are unaddressed

**Ownership:** New Tech Inc., a California Corporation

**Reason for Infeasibility:** Lease agreement could not be obtained.

**Documentation:** The initial letter was mailed to the property owners and was followed by a phone call notifying Renegade Towers that they were not interested.

**Alt. 7 - APN:** 112-320-25

**Address:** Unaddressed

**Ownership:** City of Corona

**Reason for Infeasibility:** Site location would have substantial blockage to the Orchard Glen Community to the south. Additionally, Verizon shared with us that they had approached the City in the past at this location and the City of Corona was not interested in a wireless site at this location. Finally, this site does not have any unique feature that differentiates it from the currently proposed location. This site is still within close proximity to residential uses.

**Alt. 8- APN:** 112-310-002

**Address:** Unaddressed

**Ownership:** Riverside County Flood Control and Water Conservation District

**Reason for Infeasibility:** A site at this location would require an Encroachment Permit. We were advised by Komy Gohds with the Riverside County Flood Control and Water Conservation District to have the City of Corona apply for the permit since they require an agency / owner to take the lead. Additionally, they have not agreed to the standard business terms unique to wireless sites and required by wireless carriers.

This site also has complicated history as it was once discussed as a potential City trailhead, but that project was ended following strong opposition. Furthermore, a wireless site was proposed in close proximity and it also had community objections. Finally, this site does not offer a unique feature that materially distinguishes it from the currently proposed location.

**Documentation:** Attached is our interaction with the Riverside County Flood Control and Water Conservation District.

**Alt. 9 - APN:** 112-320-018

**Address:** 3295 Mangular Avenue, Corona, CA 92882

**Ownership:** Martin and Maria Villegas

**Reason for Infeasibility:** The property owners were interested but we were ultimately unable to pursue a wireless facility at this location. Under section 1B in the "Location, Development, and Design Guidelines and Standards for Telecommunications Facilities" the code states the following:

*Telecommunication facilities, other than satellite antennas, amateur radio facilities, or receiver-only antennas, may be approved within a residential zone only if the property is not developed with a single family dwelling unit.*

There is a dwelling located on this parcel, therefore we are unable to meet the code requirements.

**Documentation:** Attached is our interaction with Martin Villegas prior to our site visit at the property.

**Alt. 10 - APN:** 112-310-002

**Address:** Unaddressed

**Ownership:** City of Corona

**Reason for Infeasibility:** A site at this location would have substantial blockage and would not provide coverage to the targeted area.

## Exhibit A

Alternate Site Analysis

Image 1 of 5:

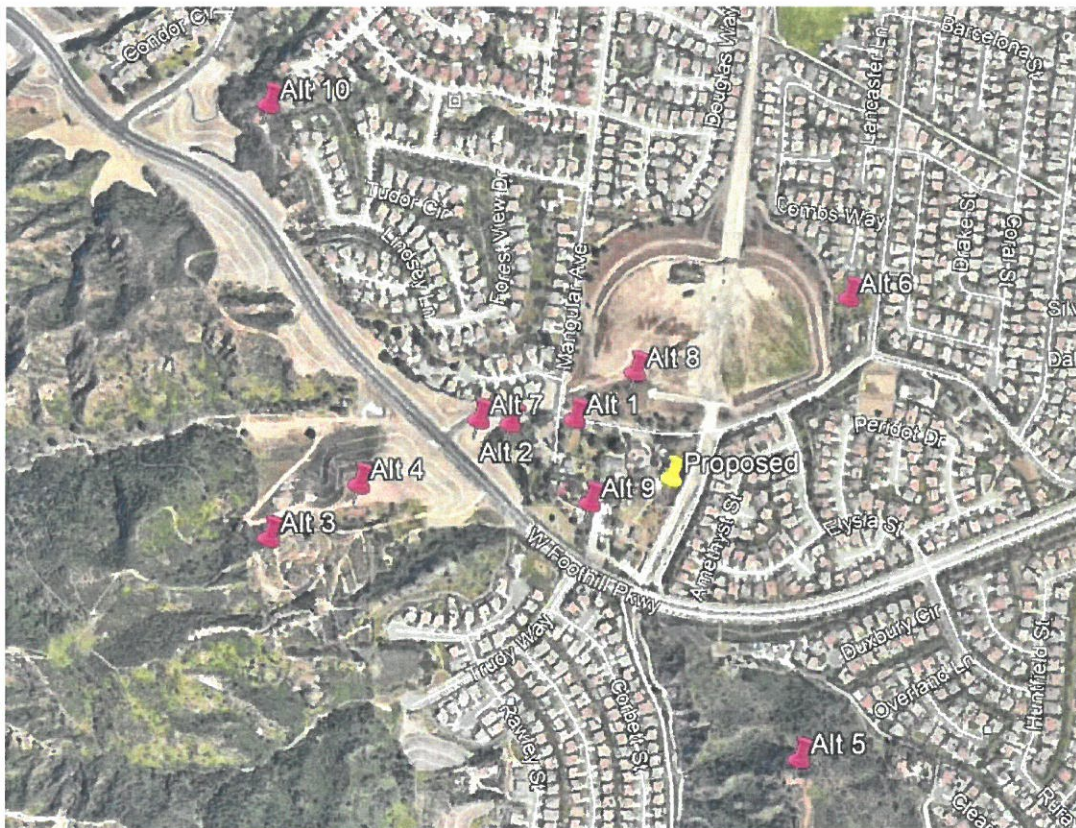




Image 2 of 5:





Image 3 of 5:

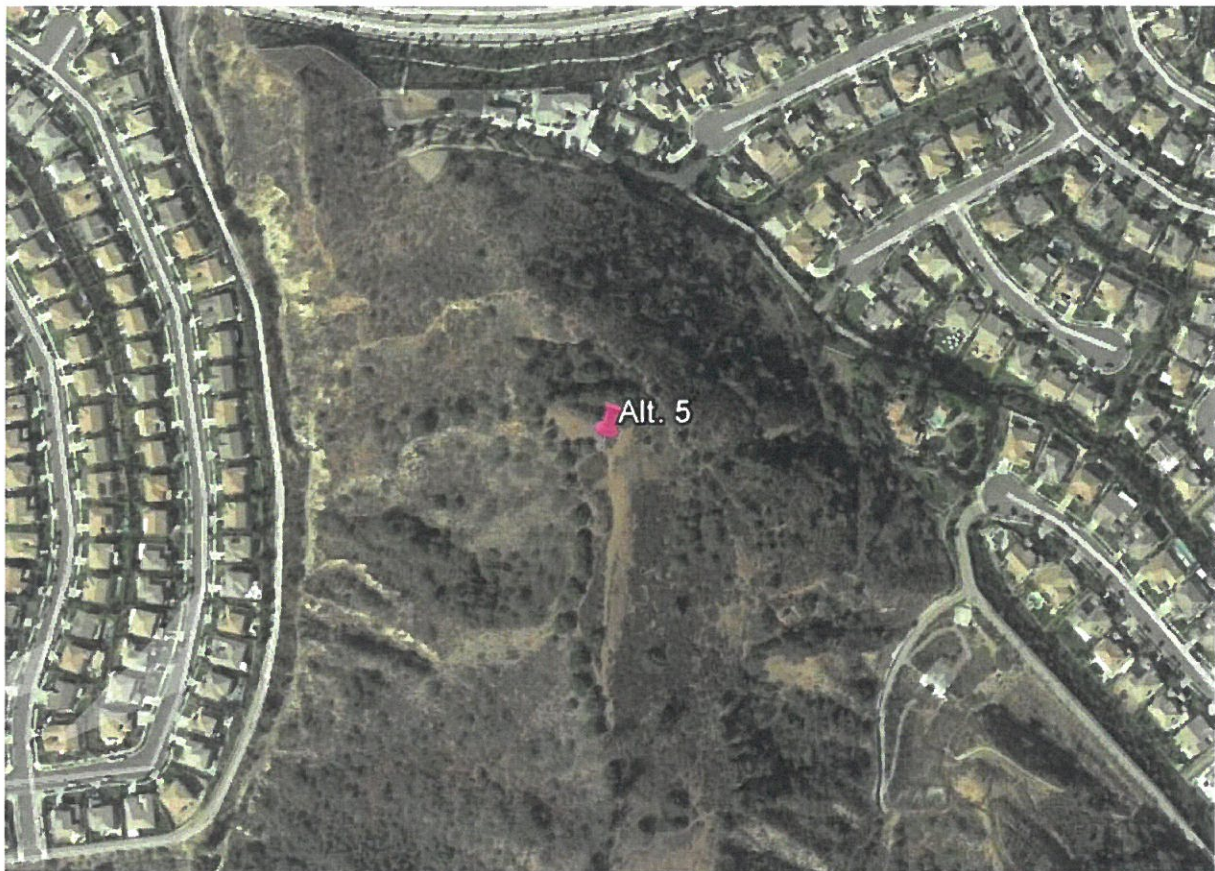


Image 4 of 5:

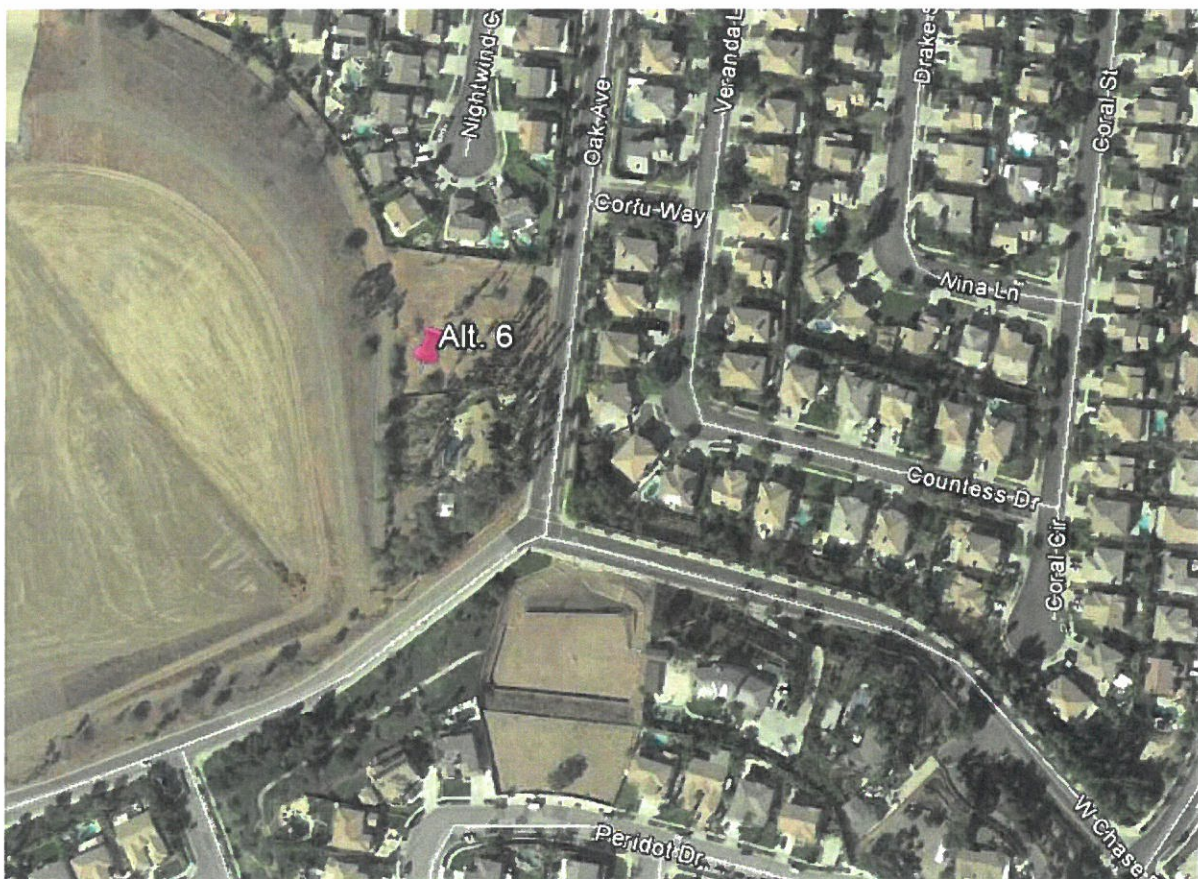
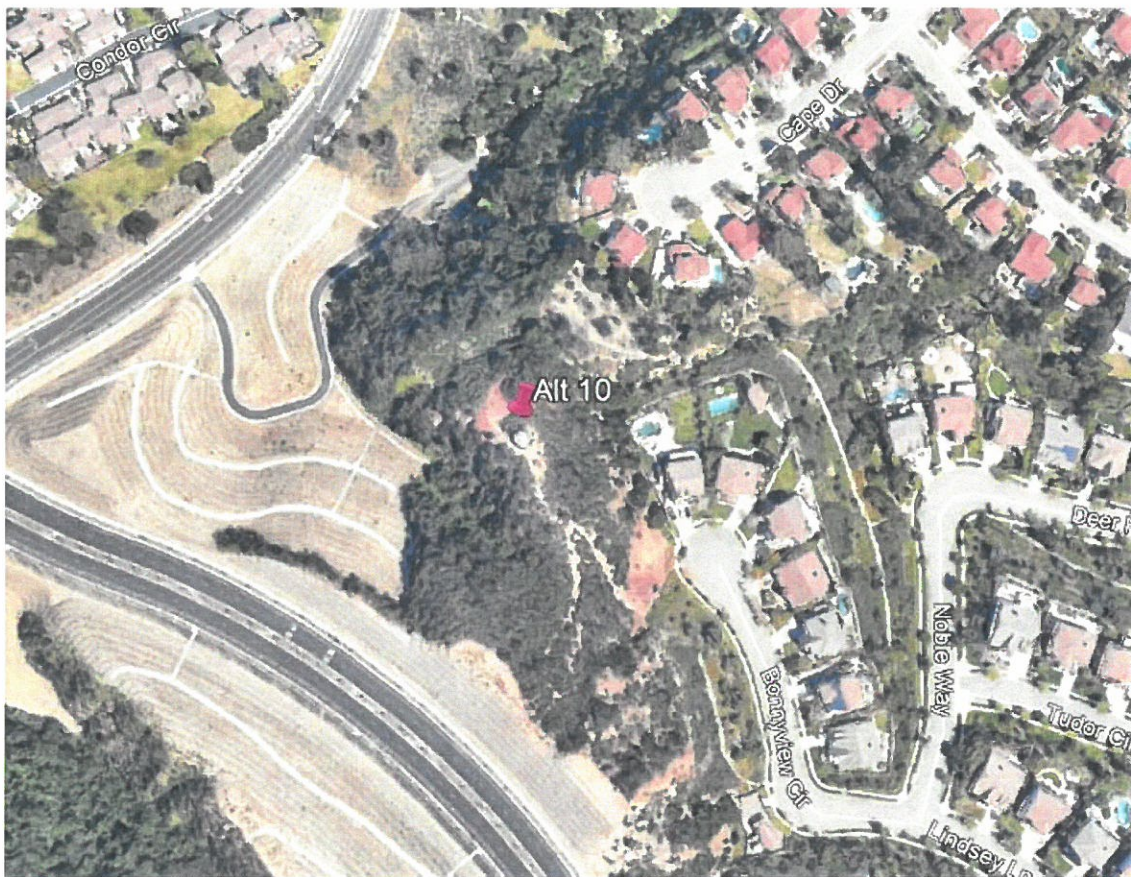




Image 5 of 5:



## Exhibit B

*Attached*





Chris Barnett <chrisbarnett34@gmail.com>

## Skyline: Renegade Towers Proposed Telecommunications Site in Corona, CA

**Chris Barnett** <chrisbarnett34@gmail.com>

Tue, May 16, 2017 at 2:58 PM

To: a.deanda@sbcglobal.net

Cc: Michael Miller <michael@vistatowers.net>

Good afternoon Betty,

I hope all is well. About a month ago, we discussed Renegade Tower's interest in leasing roughly a 36' x 75' space for a communication site on your property located on the corner of Mangular and Chase Avenue in Corona, CA. I wanted to reach out and see if you and your husband were still interested in moving forward with our project.

We recently had a meeting with the city in regards to the feasibility of our project in the area and believe your property is still a strong candidate for a communication site.

I have attached a revised lease for your review.

Again, please do not hesitate to reach out with any questions or comments.

Thanks,

Chris Barnett  
Renegade Towers  
714-788-9602

 Lease - Deanda Master 5-16-17.doc  
652K



October 25, 2017

**John and Esther Prichard**  
1252 Westridge Drive,  
Ventura, CA 93003

**RE: Multi-Carrier Communication Site near Chase and Foothill Parkway in Corona, CA (APN: 112-320-026)**

Dear John and Esther:

Renegade Tower's is interested in leasing a small portion of your property located on the corner of Chase and Foothill Parkway in Corona, CA for a telecommunication site. Renegade Towers is a company that designs, constructs and operates multi-carrier telecommunication sites.

Renegade Tower's has reviewed the area and believes your property is a strong candidate for a telecommunication site. As such, we would like to lease a      by      foot area on the property. I have included a copy of an aerial photograph that depicts the proposed lease area and access path.

If agreeable, we would enter in to a lease agreement, as follows:

- Initial 18 Month Option to Lease with \$      one-time payment paid when exercised. A second 12 month Option to Lease with a separate \$      one-time payment when exercised. This allows us to perform the design work, obtain all necessary approvals, and confirm wireless carrier interest.
- 30 Year Lease Agreement (5-year initial term and five 5-year renewal periods)
- \$      per month rent with 0 to 1 tenants on tower
- \$      per month rent increase for any and all tenants after initial tenant
- % rent increase at the beginning of each lease renewal term.

Thank you for your attention to this matter and please feel free to contact me at 714-788-9602 or email me at [chrisbarnett34@gmail.com](mailto:chrisbarnett34@gmail.com) with any questions or comments. Also, please let me know if you are not interested as it will allow me to remove your property as a potential candidate.

Very truly yours,

Chris Barnett

## AERIAL OF PROPOSED LEASE SPACE

Please see the proposed lease space (red rectangle) below.

Renegade Towers Proposed Lease area.  
Approximately (            )





mailto:chrisbarnett34@gmail.com

## Skyline Nursery: Renegade Towers Proposal for a Wireless Telecommunications Site

Chris Barnett <chrisbarnett34@gmail.com>  
To: jr@qualitygrowersnursery.com  
Cc: Michael Miller <michael@vistatowers.net>

Wed, Nov 8, 2017 at 1:04 PM

Martin:

Thank you again for taking the time to discuss Renegade Towers interest in leasing a portion of your property for a telecommunications site. We have reviewed the area around Foothill Parkway and Chase Drive in Corona, CA in a desire to improve local telecommunications coverage and identified your property as a strong candidate. Renegade Towers works independently from the carriers and specializes in the design, construction, and operation of multi-carrier telecommunications sites.

As such, we would like to lease \_\_\_\_\_ lot area on the property as identified in the aerial photograph shown below.

If agreeable, we would enter into a lease agreement, as follows:

**Option:** Initial 18 Month Option to Lease with a \$ \_\_\_\_\_ one-time payment paid when exercised.  
An 18 month Option Extension to Lease with a separate \$ \_\_\_\_\_ one-time payment when exercised.  
\* This allows us to perform the design work, obtain all necessary approvals, and confirm wireless carrier interest.

**Rent:** \_\_\_\_\_ month for 0/1 carrier (initial tenant)  
\_\_\_\_\_ / month more for each additional carrier after the initial tenant (\$1 \_\_\_\_\_ /mo for 4)

**Term Rent Increase:**

**Leased Area:** \_\_\_\_\_ This is the minimum amount of space needed to accommodate \_\_\_\_\_ carriers ground equipment.

**Term:** Initial term of 5 years with 5 five year renewals (30 year total)

We will also be responsible for all costs (design, permit, construction). We work with all four of the major carriers, and have been very successful in attracting more than 1 carrier to most of our facilities within 2 to 4 years of construction. We start working our sites into their budgets even before we start construction, so we have also constructed sites with 2 and 3 carriers all locating within the first year of construction.

The site location shown below is just a preliminary "idea". We are open to any suggestions, and our goal in picking this spot was to keep our facility clear of areas in use as well as to position the site in a location that best satisfies the demands of the carriers existing network of sites.

Thank you again for your attention to this matter. Please feel free to contact me at \_\_\_\_\_ with any questions or comments.

Very truly yours,

Chris Barnett  
Renegade Towers

Red Rectangle represents Renegade Tower's proposed \_\_\_\_\_ space.





Martin Gonzalez Jr. <jr@qualitygrowersnursery.com>  
 Reply To: "Martin Gonzalez Jr." <jr@qualitygrowersnursery.com>  
 To: Chris Barnett <chrisbarnett34@gmail.com>

Wed, Nov 8, 2017 at 3:24 PM

Thank you Chris,  
 Let me forward to the owner

Thank you,  
 Jr

**Quality Growers, Inc.**  
 19970 Grant St.  
 Corona, CA 92881

**Phone:** (951) 371-7193  
**Fax:** (951) 371-0619  
[www.qualitygrowersnursery.com](http://www.qualitygrowersnursery.com)

\*All quotes are valid for 30 days from the date of the bid and subject to availability of material at time of order. Prices quoted are for the entire lot and may be changed if partial quantities are ordered. The contractor/customer is responsible for unloading the material.

**From:** Chris Barnett <chrisbarnett34@gmail.com>  
**To:** jr@qualitygrowersnursery.com  
**Cc:** Michael Miller <miller@skyline-nursery.com>  
**Sent:** Wednesday, November 8, 2017 1:04 PM  
**Subject:** Skyline Nursery- Renegade- Towers Proposal for a Wireless Telecommunications Site

Chris Barnett <chrisbarnett34@gmail.com>  
 To: "Martin Gonzalez Jr." <jr@qualitygrowersnursery.com>

Tue, Nov 14, 2017 at 1:22 PM

Good afternoon Martin

I wanted to follow up and see if you've had a chance to forward Renegade's proposal to the property owner

Thanks,

Chris Barnett

Martin Gonzalez Jr. <jr@qualitygrowersnursery.com>  
Reply: To "Martin Gonzalez Jr." <jr@qualitygrowersnursery.com>  
To: Chris Barnett <chrisbarnett34@gmail.com>

Wed, Nov 15, 2017 at 8:13 AM

Good morning Chris,  
I did sent it out to him, but he's been a bit busy. I will let him know that you emailed me.

Thank you,  
Jr

**Quality Growers, Inc.**  
19970 Grant St  
Corona, CA 92881

**Phono: (951) 371-7193**  
**Fax: (951) 371-0619**  
[www.qualitygrowersnursery.com](http://www.qualitygrowersnursery.com)

\*All quotes are valid for 30 days from the date of the bid and subject to availability of material at time of order. Prices quoted are for the entire lot and may be changed if partial quantities are ordered. The contractor/customer is responsible for unloading the material.

From: Chris Barnett <chrisbarnett34@gmail.com>  
To: Martin Gonzalez Jr. <jr@qualitygrowersnursery.com>  
Sent: Tuesday, November 14, 2017 1:24 PM  
Subject: Re: Skyline Nursery Renegade Towers Proposal for a Wireless Telecommunications Site

Good afternoon Martin:

I wanted to follow up and see if you've had a chance to forward Renegade's proposal to the property owner

Thanks,

Chris Barnett

On Wed, Nov 8, 2017 at 3:24 PM, Martin Gonzalez Jr. <jr@qualitygrowersnursery.com> wrote:  
Thank you Chris,  
Let me forward to the owner

Thank you,  
Jr

**Quality Growers, Inc.**  
19970 Grant St  
Corona, CA 92881

**Phono: (951) 371-7193**  
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[www.qualitygrowersnursery.com](http://www.qualitygrowersnursery.com)

\*All quotes are valid for 30 days from the date of the bid and subject to availability of material at time of order. Prices quoted are for the entire lot and may be changed if partial quantities are ordered. The contractor/customer is responsible for unloading the material.



# Renegade Towers (CUP2018-0003): Access for Potential Wireless Facility

13 in 3 days

Chris Barnett <chrisbarnett34@gmail.com>  
To: cindi.schmitz@coronaca.gov

Fri, Jan 18, 2019 at 11:20 AM

Good morning Cindi.

We met a while back at a Public Review Committee meeting to discuss Renegade Towers desire to install a wireless facility located near Skyline and Chase Drive just north of Foothill Parkway. We are in the process of reviewing potential candidates. One of those candidates is Quality Grower's Nursery located at an APN of 275-080-021 and as shown by the aerial image below. Another tower company approached the nursery in the past but ultimately walked away because the access path did not satisfy the County of Riverside's Fire Departments codes. Based on google earth readings and our field visit, we do not believe that the access road meets the City of Corona's standards that our project would require. Those requirements are below in blue font. We wanted to confirm that this property is under the City's jurisdiction and if so, to see if it would be possible to walk the property with the Fire Department

Please let us know a few dates and times that would work for you and I will confirm with the property owner. Thanks and please feel free to call with any questions

Thanks,

Chris Barnett  
Renegade Towers  
714-788-9602

City of Corona standard water and access requirements are:

- 28 foot wide drive aisle capable of supporting 70,000 gross vehicle weight, all weather surface, so either asphalt or concrete.
- Turning radius of 25 foot inside and 50 foot outside
- Roadway not to exceed 10%
- Hydrant spacing of 250'
- Fire flow requirement of 3000 gallons per minute at 20 psi

Image 1 of 1: Overview of the area. Red path is the section of road we would like to walk



Cindi Schmitz <Cindi.Schmitz@coronaca.gov>  
To: Chris Barnett <chrisbarnett34@gmail.com>

Fri, Jan 18, 2019 at 11:41 AM

You are exactly correct. This site does not meet our minimum requirements and was very costly for it to be brought up to standards. I am familiar with the site and would be happy to look at anything you would like to propose that is relatively close to area minimum standards.

You are welcome to send the proposal to me via e-mail, not sure if a site visit would do much good. And yes this is now in the City limits.

Cindi Schmitz  
Fire Marshal

Chris Barnett <chrisbarnett34@gmail.com>  
To: cindi.schmitz@coronaca.gov

Fri, Jan 18, 2019 at 12:28 PM

Cindi:

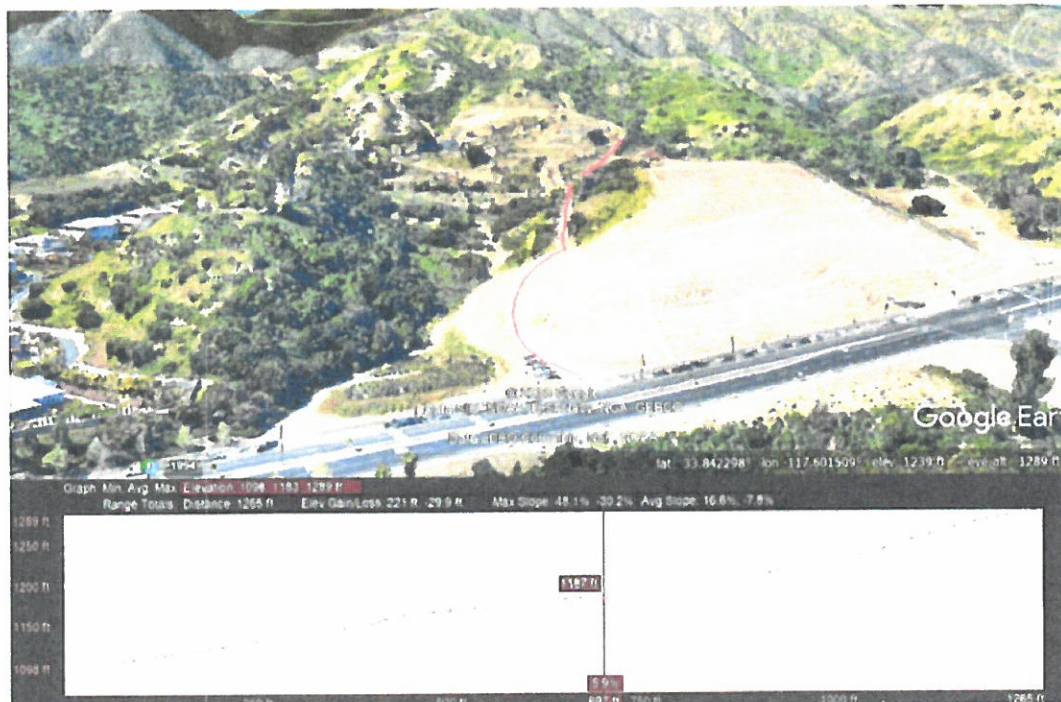
Thanks for the quick response. The city of Corona Fire Department's requirements are shown in blue. My comments are in red. Is this something that the fire department would be willing to make an exception on for a wireless telecommunications facility?

- 28 foot wide drive aisle capable of supporting 70,000 gross vehicle weight, all weather surface, so either asphalt or concrete. We would need the city to make an exception on the width and the material.
- Turning radius of 25 foot inside and 50 foot outside. We would need the city to make an exception.
- Roadway not to exceed 10%. We would need the city to make an exception.
- Hydrant spacing of 250'. We would need the city to make an exception.
- Fire flow requirement of 3000 gallons per minute at 20 psi. TBD.

Thanks,

Chris

Image 1 of 1: Elevation Profile as shown by the pink path



Cindi Schmitz <Cindi.Schmitz@coronaca.gov>  
To: Chris Barnett <chrisbarnett34@gmail.com>  
Cc: Cindi Schmitz <Cindi.Schmitz@coronaca.gov>

Fri, Jan 18, 2019 at 1:11 PM

The City would be willing to look at alternatives but the best we could do is 16' wide, we would not be able to make an exception on the material. It must be all weather either asphalt or concrete. The GVW could be looked at. The most I have ever seen the City allow is 12% but that is with Fire Marshal and Public Works director approval. We would still need the turning radius or a turning radius study done based on the specs of one of our brush engines.



As for hydrant spacing and fire flow that is our minimum standard already. As you can appreciate with the recent and future wildfires we are not willing to give on this much especially those areas in the high fire severity zone, which you are. More and more we see these utilizes actually the very cause of the fires so we must be diligent with the Cleveland National Forest at our back door.

[Quoted text hidden]

Chris Barnett <chrisbarnett34@gmail.com>  
To: Cindi Schmitz <Cindi.Schmitz@coronaca.gov>  
Cc: Cindi Schmitz <Cindi.Schmitz@coronaca.gov>

Fri, Jan 18, 2019 at 2:58 PM

Understood on your concerns. I do think it would be helpful for us if we could meet on the property and discuss possible solutions. Do you have any days in mind next week that may work for you?

Thanks and feel free to call.

Chris Barnett  
Renegade Towers  
714-788-9602  
[Quoted text hidden]

Cindi Schmitz <Cindi.Schmitz@coronaca.gov>  
To: Chris Barnett <chrisbarnett34@gmail.com>

Fri, Jan 18, 2019 at 3:05 PM

My schedule fills up extremely fast. I'm booked out until the week after. I can do Tuesday the 29<sup>th</sup> at 2:00 PM. I really hate to waste both of our time, so I would recommend a proposal at that time that meets our minimum requirements.

[Quoted text hidden]

Chris Barnett <chrisbarnett34@gmail.com>  
To: Cindi Schmitz <Cindi.Schmitz@coronaca.gov>

Fri, Jan 18, 2019 at 3:19 PM

Tuesday the 29th at 2:00 pm works great for us. Please pencil us in.

We will come as prepared as possible, but there's only so much we are able to see from google earth. Our concern is that there is no solution that will meet the minimum requirements. But we'd like to walk the property with the Fire Dept. to see if we can find a solution.

Thanks again for your help.

Chris Barnett  
[Quoted text hidden]

Cindi Schmitz <Cindi.Schmitz@coronaca.gov>  
To: Chris Barnett <chrisbarnett34@gmail.com>

Fri, Jan 18, 2019 at 3:26 PM

That is my concern, if there is an item like the 12% etc that cannot be accomplish then it may not be a viable project or the cost may simply outweigh the reward. If you do get to this point please let me know so we do not have to meet. Unfortunately, meeting on-site does not change our requirements and I have been there and am not sure how you can pull it off. Especially, after going through the motions with one company already. Just trying to be upfront.

[Quoted text hidden]

Chris Barnett <chrisbarnett34@gmail.com>  
To: Cindi Schmitz <Cindi.Schmitz@coronaca.gov>

Fri, Jan 18, 2019 at 3:30 PM

For clarification, was it the City of Corona Fire Dept. that worked with the previous tower company? Our understanding was that it was with the County of Riverside Fire Dept.

Thanks,

Chris  
[Quoted text hidden]

Cindi Schmitz <Cindi.Schmitz@coronaca.gov>  
To: Chris Barnett <chrisbarnett34@gmail.com>

Fri, Jan 18, 2019 at 3:33 PM

It was both. When they first contacted me the property had not annexed yet but was scheduled to do so. I told them to contact the County because sometimes their requirements are not as stringent as ours since they have more rural areas to see if they could make it happen before the annex.

[Quoted text hidden]

Cindi Schmitz <Cindi.Schmitz@coronaca.gov>  
To: Chris Barnett <chrisbarnett34@gmail.com>

Fri, Jan 18, 2019 at 3:36 PM

Our water and access is more strict than the County due to a Municipal Code that we adopted about 30 years ago. Just don't want to see you spend money toward a bad cause.

[Quoted text hidden]

Chris Barnett <chrisbarnett34@gmail.com>  
To: Cindi Schmitz <Cindi.Schmitz@coronaca.gov>

Fri, Jan 18, 2019 at 4:20 PM

Thank you for sharing the information. At this point, it doesn't make much sense for us to meet at the property.

Have a great weekend.

Chris Barnett  
[Quoted text hidden]

Cindi Schmitz <Cindi.Schmitz@coronaca.gov>  
To: Chris Barnett <chrisbarnett34@gmail.com>

Fri, Jan 18, 2019 at 4:22 PM



Chris Barnett - chrisbarnett34@gmail.com

## **Skyline: Renegade Towers Proposal for a Wireless Telecommunications Site**

**Chris Barnett** <chrisbarnett34@gmail.com>

Tue, Dec 5, 2017 at 2:32 PM

To: Corey Addison <corey@addisonequipment.com>

Corey:

Thank you again for taking the time to meet with us last week. You shared some good ideas and we appreciate your time. We outlined our proposal that has limited flexibility and we're curious if this is something you've had a chance to look at further and if you think this could be a good fit. Please feel free to call with any questions.

Thanks,

Chris Barnett  
Renegade Towers  
714-788-9602

[chrisbarnett34@gmail.com](mailto:chrisbarnett34@gmail.com)



Chris Barnett &lt;barnettchris148@gmail.com&gt;

## Skyline (alt #4): Reneage Towers Proposal for a wirelss facility

12 messages

Chris Barnett <barnettchris148@gmail.com>  
To: rneuge@gmail.com

Wed, Feb 27, 2019 at 4:17 PM

Rick:

Thank you for your response the other day. My previous email account has been compromised. As such, please use this email moving forward.

Thanks,

Chris Barnett  
Renegade Towers  
714-788-9602

Rick Neugebauer <rneuge@gmail.com>  
Reply-To: rneuge@gmail.com  
To: Chris Barnett <barnettchris148@gmail.com>

Wed, Feb 27, 2019 at 4:19 PM

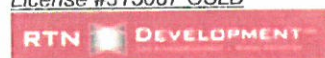
Received, thank you.

[Quoted text hidden]

--

**Rick Neugebauer, President and CEO**  
**RTN Development**  
**Developers\*Contractors\*Managers**  
**Temecula Wine Country Specialists**  
**28465 Old Town Front Street Suite 311**  
**Temecula, Ca 92590**

**760.594.1107 Cell**  
**951.676.1796 Office**  
**License #315087 CSLB**



[www.rtndevelopment.com](http://www.rtndevelopment.com)

<http://temeculavalleyslowfood.org/>

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Chris Barnett <barnettchris148@gmail.com>  
To: Rick Neugebauer <rneuge@gmail.com>

Thu, Mar 7, 2019 at 10:26 AM

Rick:

Hope all is well. We wanted to follow up to see if you've had a chance to review our proposal. We are pushing up on a deadline with the City and would like to keep things moving forward provided their is still interest. Please reach out with any questions.

Thanks,

Chris Barnett  
[Quoted text hidden]

**Chris Barnett** <barnettchris148@gmail.com>  
To: Rick Neugebauer <rneuge@gmail.com>

Thu, Mar 14, 2019 at 1:56 PM

Rick:

I wanted to reach out to see if you've had a chance to review our proposal. I'd like to reiterate that we are pushing up on some deadlines and would like to know where we stand sooner rather than later.

Please feel free to call.

Thanks,

Chris Barnett  
**Renegade Towers**  
714-788-9602  
[Quoted text hidden]

**Rick Neugebauer** <rneuge@gmail.com>  
Reply-To: rneuge@gmail.com  
To: Chris Barnett <barnettchris148@gmail.com>

Thu, Mar 14, 2019 at 3:03 PM

Yes, we are still interested.

We have some site changes but your cell program is still participatory.

Thanks,

Rick  
[Quoted text hidden]

**Chris Barnett** <barnettchris148@gmail.com>  
To: Rick Neugebauer <rneuge@gmail.com>

Fri, Mar 15, 2019 at 10:18 AM

Rick:

Thanks for the response. Would you be able to share with us the updated site plan?

Thanks,

Chris Barnett  
[Quoted text hidden]

**Rick Neugebauer** <rneuge@gmail.com>  
Reply-To: rneuge@gmail.com  
To: Chris Barnett <barnettchris148@gmail.com>

Fri, Mar 15, 2019 at 10:23 AM

Chris,  
It is not ready yet....2-3 weeks out,

Rick  
[Quoted text hidden]

**Chris Barnett** <barnettchris148@gmail.com>  
To: Rick Neugebauer <rneuge@gmail.com>

Fri, Mar 15, 2019 at 10:59 AM



If possible, when that time comes, please provide us with the updated plans so we can see if there is a location that would work.

Thanks,

Chris

[Quoted text hidden]

---

**Rick Neugebauer** <rneuge@gmail.com>  
Reply-To: rneuge@gmail.com  
To: Chris Barnett <barnettchris148@gmail.com>

Fri, Mar 15, 2019 at 4:24 PM

Absolutely. I think the location will work, just a better alignment with parking,

Rick

[Quoted text hidden]

---

**Chris Barnett** <barnettchris148@gmail.com>  
To: Rick Neugebauer <rneuge@gmail.com>

Mon, Mar 25, 2019 at 2:00 PM

Good afternoon Rick:

Hope all is well. I wanted to reach out to see if you can provide the updated site plans?

Thanks,

Chris Barnett

[Quoted text hidden]

---

**Rick Neugebauer** <rneuge@gmail.com>  
Reply-To: rneuge@gmail.com  
To: Chris Barnett <barnettchris148@gmail.com>

Tue, Mar 26, 2019 at 7:22 PM

Yes, I am working on it. But in the meantime, is the location that you mapped a good spot for your tower?

Rick

[Quoted text hidden]

---

**Chris Barnett** <barnettchris148@gmail.com>  
To: Rick Neugebauer <rneuge@gmail.com>

Tue, Mar 26, 2019 at 7:32 PM

Ok, we will keep a look out for the final design. Yes, the location we mapped out would work for us. Just to confirm the location, I copied it below so we are both on the same page.

**Image 1 of 1:** Red box is the proposed 36' x 75' lease space





November 7, 2017

**Top Capital, LLC**  
**Yee Chen Yeh**  
 1100 Avondale Road,  
 San Marino, CA 91108

**RE: Multi-Carrier Communication Site near Chase and Foothill Parkway in Riverside County, CA (APN: 275-080-002)**

Dear Mr. Yeh:

Renegade Tower's is interested in leasing a small portion of your property located on the corner of Chase and Foothill Parkway in Corona, CA for a telecommunication site. Renegade Towers is a company that designs, constructs and operates multi-carrier telecommunication sites.

Renegade Tower's has reviewed the area and believes your property is a strong candidate for a telecommunication site. As such, we would like to lease a by foot area on the property. I have included a copy of an aerial photograph that depicts the proposed lease area and access path.

If agreeable, we would enter in to a lease agreement, as follows:

- Initial 18 Month Option to Lease with \$ one-time payment paid when exercised. A second 18 Month Option to Lease with a separate \$ ne-time payment when exercised. This allows us to perform the design work, obtain all necessary approvals, and confirm wireless carrier interest.
- 30 Year Lease Agreement (5-year initial term and five 5-year renewal periods)
- \$ per month rent with 0 to 1 tenants on tower
- \$ per month rent increase for any and all tenants after initial tenant
- 6 rent increase at the beginning of each lease renewal term.

Thank you for your attention to this matter and please feel free to contact me at 714-788-9602 or email me at [chrisbarnett34@gmail.com](mailto:chrisbarnett34@gmail.com) with any questions or comments. Also, please let me know if you are not interested as it will allow me to remove your property as a potential candidate.

Very truly yours,

Chris Barnett

## AERIAL OF PROPOSED LEASE SPACE

### Image 1 of 2:

Please see the proposed lease space (orange rectangle) below. The red lines represent all adjacent and relative parcels to our project. The blue line represents the path required to access the properties and the yellow line represents the proposed utility run. It is our understanding that you hold ownership in parcels # 4, 5, 8 and 9 as illustrated below.

Renegade Towers Proposed Lease area.  
Approximately (    ) x (    )

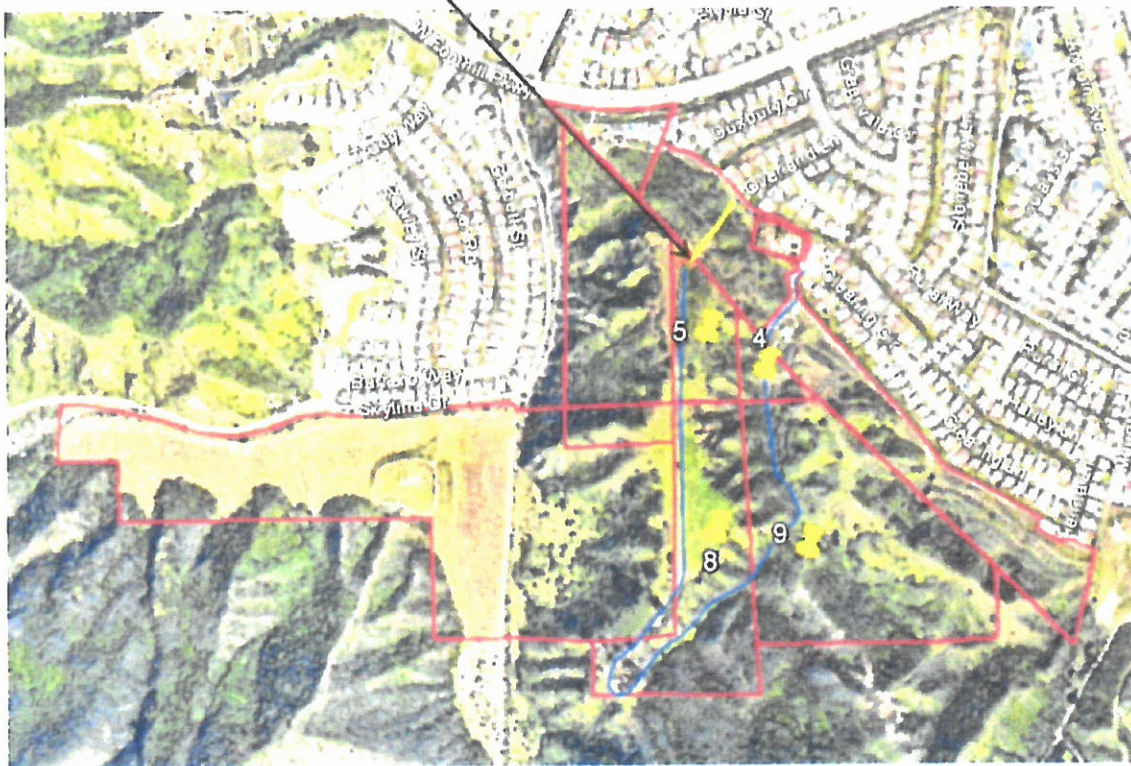




Image 2 of 2:

Renegade Towers Proposed Lease area.  
Approximately (





November 28, 2017

**New Tech Inc.**  
2175 Sampson Ave 111,  
Corona, CA 92879

**RE: Multi-Carrier Communication Site near Chase and Oak Avenue in Corona, CA  
(APN's: 112-310-009 and 112-310-010)**

To whom it may concern:

Renegade Tower's is interested in leasing a small portion of one of your properties located on the corner of Chase and Oak Avenue in Corona, CA for a telecommunication site. Renegade Towers is a company that designs, constructs and operates multi-carrier telecommunication sites.

Renegade Tower's has reviewed the area and believes your property is a strong candidate for a telecommunication site. As such, we would like to lease a by foot area on the property. I have included a copy of an aerial photograph that depicts the proposed lease area.

If agreeable, we would enter in to a lease agreement, as follows:

- Initial 18 Month Option to Lease with \$ one-time payment paid when exercised. A second 18 month Option to Lease with a separate \$ one-time payment when exercised. This allows us to perform the design work, obtain all necessary approvals, and confirm wireless carrier interest.
- 30 Year Lease Agreement (5-year initial term and five 5-year renewal periods)
- \$ per month rent with 0 to 1 tenants on tower
- \$ per month rent increase for any and all tenants after initial tenant
- % rent increase at the beginning of each lease renewal term.

Thank you for your attention to this matter and please feel free to contact me at 714-788-9602 or email me at [chrisbarnett34@gmail.com](mailto:chrisbarnett34@gmail.com) with any questions or comments. Also, please let me know if you are not interested as it will allow me to remove your property as a potential candidate.

Very truly yours,

Chris Barnett

## AERIAL OF PROPOSED LEASE SPACE

Please see the proposed lease space below (red rectangle).

Renegade Towers Proposed Lease area.  
Approximately ( )





Chris Barnett  
[image of a checkmark]

Chris Barnett <chrisbarnett34@gmail.com>  
To: barnettchris148@gmail.com

Fri, Mar 1, 2019 at 8:33 AM

[image of a checkmark]

Chris Barnett <barnettchris148@gmail.com>  
To: krghods@rivco.org  
Cc: michael@vistatowers.net

Thu, Mar 7, 2019 at 10:23 AM

Komy:

We wanted to follow up on this. We are pushing up on a deadline and would like to fully understand the process, costs, term etc. prior to this deadline with the City. Please feel free to call.

Thanks,

Chris Barnett  
Renegade Towers  
714-788-9602  
[image of a checkmark]

Ghods, Kamyar <krghods@rivco.org>  
To: Chris Barnett <barnettchris148@gmail.com>  
Cc: "michael@vistatowers.net" <michael@vistatowers.net>

Thu, Mar 14, 2019 at 8:08 AM

Morning Chris,

I've attached my last conversation with our R/W folks which hopefully sheds light on the lease options for your project.

Please take a read and let me know if you have any follow up questions.

Regards

Komy Ghods, P.E.

Senior Civil Engineer

Operations Engineering, O&M Division

Riverside County Flood Control and

Water Conservation District

1995 Market Street Riverside, CA 92501

951.955.1210

[image of a checkmark]

----- Forwarded message -----

From: "Duran, Ruben" <ruduran@rivco.org>  
To: "Ghods, Kamyar" <krghods@rivco.org>  
Cc: "Beauchamp, Richard" <RBeauchamp@rivco.org>  
Bcc:  
Date: Thu, 7 Mar 2019 19:33:17 +0000  
Subject: RE: [EXTERNAL MAIL] Renegade Towers (Skyline): Proposal of a Wireless Telecommunications Facility

Komy,

Sorry, I didn't get back any sooner, but I have been slammed. To top it off, this was an easier inquiry, so sorry again.



The lease terms and extension options the applicant is requesting is pretty standard for such a use of land. For the applicant's further information, the annual rent may be negotiable, and we would typically contract for a fair market rent appraisal (Direct Comparison approach) subject to an annual increase based on the Consumer Price Index. Additionally, the lease rate could indicate a "no less than" or "greater than" percentage. Also, it is possible the property would need to be reappraised after possibly the 2<sup>nd</sup> or 3rd extension options.

Regarding any ongoing fees (administration), we would typically require a one-time processing fee, which could be based on the annual rent payment, or we could ask the applicant for what they would consider to be reasonable. Or, this is potentially a very long-term lease with a large amount of rental income to be collected over 30 years, so Senior Management could also choose to waive the fees. Bottom line is that it is negotiable.

Incidentally, I'm copying Rick on my team as he will be handling our property management. The applicant may contact him directly if they have any specific questions, and he may be reached via email or directly at (951) 955-8204.

Thanks,

Ruben

Ext. 51281

**From:** Ghods, Kamyar  
**Sent:** Thursday, March 07, 2019 10:29 AM  
**To:** Duran, Ruben <[ruduran@RIVCO.ORG](mailto:ruduran@RIVCO.ORG)>  
**Subject:** RE: [EXTERNAL MAIL] Renegade Towers (Skyline): Proposal of a Wireless Telecommunications Facility

Hi again,

Just following up with my email below. Let me know if you had a chance to review.

Thanks

**From:** Ghods, Kamyar  
**Sent:** Wednesday, February 27, 2019 10:31 AM  
**To:** Duran, Ruben <[ruduran@RIVCO.ORG](mailto:ruduran@RIVCO.ORG)>  
**Subject:** FW: [EXTERNAL MAIL] Renegade Towers (Skyline): Proposal of a Wireless Telecommunications Facility

Morning Ruben,

I have been contacted by company who wishes to install Wireless Telecommunications Structures on our property in Corona. I'm handling the feasibility review and future civil plans, but they asked a lease question that I want your input on.

They would like to know if they lease the property from us, can the lease term be based on an initial term of 5 years, with 5 five year renewal terms for a total of 30 years.

Please let me know if this is typical for a lease of this kind or if the District would require something else.

Thanks

**From:** Chris Barnett [mailto:[chrisbarnett34@gmail.com](mailto:chrisbarnett34@gmail.com)]  
**Sent:** Wednesday, February 27, 2019 9:14 AM  
**To:** Ghods, Kamyar <[krghods@RIVCO.ORG](mailto:krghods@RIVCO.ORG)>  
**Cc:** Michael Miller <[michael@vistatowers.net](mailto:michael@vistatowers.net)>  
**Subject:** Re: [EXTERNAL MAIL] Renegade Towers (Skyline): Proposal of a Wireless Telecommunications Facility

Good morning Komi:

We wanted to follow up on the status of these items.

Thanks

Chris Barnett

On Tue, Feb 19, 2019 at 10:53 AM Ghods, Kamyar <[krghods@rivco.org](mailto:krghods@rivco.org)> wrote:

Hi Chris,

1. The permit application is on a deposit based account, meaning after the initial deposit of \$2,000 we might need additional funds to carry the project through plan check and construction. Every project is different and some are able to complete with just the initial deposit while other projects have a lot of back and forth or construction issues and require additional funds. No way to predict.

On top of the permit is the lease agreement which will require its separate deposit to execute as well as the long term cost of the lease. These items I need to defer to our R/W Acquisition folks to confirm costs.

2. These items I need to defer to our R/W Acquisition folks to confirm costs.

I will inquire with our R/W team and get back to you.

Regards

Komy Ghods, P.E.  
Senior Civil Engineer  
Operations Engineering, O&M Division  
Riverside County Flood Control and  
Water Conservation District  
1995 Market Street Riverside, CA 92501  
951.955.1210

**From:** Chris Barnett [mailto:[chrisbarnett34@gmail.com](mailto:chrisbarnett34@gmail.com)]  
**Sent:** Tuesday, February 19, 2019 10:21 AM  
**To:** Ghods, Kamyar <[krghods@RIVCO.ORG](mailto:krghods@RIVCO.ORG)>  
**Cc:** Michael Miller <[michael@vistatowers.net](mailto:michael@vistatowers.net)>  
**Subject:** Re: [EXTERNAL MAIL] Renegade Towers (Skyline): Proposal of a Wireless Telecommunications Facility

I hope you had a nice weekend. After speaking with one of my associates, I wanted to see if we could set up a meeting at your property tomorrow morning, Monday 4/24. Please let me know if this would be possible. If not, we will find another day.

Thanks,

Chris Barnett

[Quoted text hidden]

---

**Martin Villegas** <martinvillegas@icloud.com>  
To: Chris Barnett <chrisbarnett34@gmail.com>

Mon, Apr 24, 2017 at 5:57 PM

Hi Chris,  
Sorry for the delay in getting back. I was traveling for business and just saw your email. Wednesday or Friday of this week will work at 9 am. Or any day after 5 pm.

Also, back of the property (initial spot) is the only area available, as I plan on building a garage at the area we looked at towards the front. Please let me know if this will work and which day you'd like to come by.

Martin

Sent from my iPhone

[Quoted text hidden]

<Lease - Villegas Master 4-21-17.pdf>

---

**Chris Barnett** <chrisbarnett34@gmail.com>  
To: Martin Villegas <martinvillegas@icloud.com>

Tue, Apr 25, 2017 at 7:13 AM

Good morning Martin,

No worries at all. This Wednesday at 9:00am works for us. Please confirm that we are on when you get this.

Thanks for feedback. We'll take another look to see if we can make it work.

Thanks,

Chris Barnett

Sent from my iPhone

[Quoted text hidden]

---

**Martin Villegas** <martinvillegas@icloud.com>  
To: Chris Barnett <chrisbarnett34@gmail.com>

Tue, Apr 25, 2017 at 7:27 AM

Chris,

Confirmed. See you Wednesday.

Sent from my iPhone

[Quoted text hidden]

---

**Chris Barnett** <chrisbarnett34@gmail.com>

Wed, Apr 26, 2017 at 12:12 PM

## Exhibit C

Quality Growers, Inc. Easement



Recording Requested By  
First American Title Company  
National Homebuilder Services  
Subdivision Department

DOC # 2013-0336811

07/12/2013 08:00 AM Fees: \$72.00

Page 1 of 20

Recorded in Official Records

County of Riverside

Larry W. Ward

Assessor, County Clerk & Recorder

RECORDED AT REQUEST OF  
AND WHEN RECORDED RETURN TO

Standard Pacific Corp.  
255 E. Rincon Street, Suite 200  
Corona, CA 92879

"This document was electronically submitted  
to the County of Riverside for recording"  
Received by YSEGURA

APN: 275-080-034  
275-080-021

(SPACE ABOVE FOR RECORDER'S USE)

3395734

## PRIVATE ROAD ACCESS EASEMENT AGREEMENT

### 1. PARTIES AND DATE.

This Private Road Access Easement Agreement ("Agreement") is entered into as of July 3, 2013 by and between Standard Pacific Corp., a Delaware corporation ("Grantor") and Martin and Dolores Gonzalez ("Grantee"). Grantor and Grantee may also be referred to individually as "Party" and collectively as the "Parties" in this Agreement.

### 2. RECITALS.

2.1 Grantor Property. Grantor is the owner of the real property located in the City of Corona, County of Riverside, State of California more particularly described in Exhibit "A" attached hereto and incorporated herein by reference ("Grantor's Property").

2.2 Grantee Property. Grantee is the owner of the real property located at 3325 Mangular Way in the City of Corona, County of Riverside, State of California more particularly described in Exhibit "B" attached hereto and incorporated herein by reference ("Grantee's Property").

2.3 Easement Property. Grantee desires to gain access to Grantee's Property through Grantor's Property and Grantor is willing to grant to Grantee a permanent access easement ("Access Easement") interest in that portion of Grantor's Property more particularly described in Exhibit "C" attached hereto and incorporated by reference ("Access Easement Property") to provide ingress and egress from Foothill Parkway to the Grantee's Property.

### 3. TERMS.

3.1 Incorporation of Recitals. The Parties acknowledge that the recitals are true and correct, and incorporate those recitals by reference into this Agreement.



3.2 Grant of Permanent Access Easement; Conditions on Parties. Grantor hereby grants and conveys to the Grantee, its successors, assigns and agents, at no cost or expense to the Grantee, an irrevocable, permanent, perpetual and appurtenant private access easement over, along and across the Access Easement Property described in Exhibit "B" attached hereto. The Access Easement shall include the right to construct a paved access way, slopes and drainage ditches, utilities, together with all rights of ingress and egress for the purpose of providing pedestrian and vehicular access to Grantee's Property. Grantor shall not erect or construct, or permit to be erected or constructed, any building, structure or improvement on, over or under any portion of the Access Easement Property, nor shall Grantor plant any tree, brush, vegetation or flora of any kind on any portion of the Access Easement Property, except with the written consent of the Grantee. Grantee shall be responsible for maintaining the Access Easement Property, including but not limited to, the paved access way, utilities and any landscaping. Maintenance obligations shall include repair and replacement of paving material as necessary, and watering and mowing of all vegetation within the Access Easement Property. Grantee shall exercise its Access Easement in such a manner as to allow Grantor continued reasonable rights of ingress and egress to Grantor's Property during the term of this Agreement.

3.3 Removal of Property. Grantor reserves the right to remove salvable real and personal property, at its sole cost and expense within thirty (30) days of the date of this Agreement. As to any real or personal property Grantor fails to remove by such date, the Grantee may consider such property to be abandoned and the Grantee shall be entitled to remove and dispose of it in any manner at its sole cost and expense. From time to time and at its sole cost and expense, the Grantee shall also be entitled to trim, cut or clear away any trees, brush, vegetation or flora of any kind located on the Access Easement Property or in any way impeding the use of the Access Easement.

3.4 No Other Easements. Grantor shall not grant an additional easement or easements over, under, along or across the Access Easement Property without obtaining the prior written consent of the Grantee.

3.5 Hold Harmless. Grantee and its successors and assigns agree to defend, indemnify and hold Grantor and its successors and assigns, including, without limitation, the homeowners association to which Grantor's Property will be conveyed, free and harmless from and against all damages, causes of action, claims and injuries to persons or property, of any nature whatsoever, to the extent that they occur as a result of the Grantee's exercise of the Access Easement, including reasonable attorneys' fees and legal expenses.

3.6 Authority; No Prior Transfer. Grantor states: (1) that it has not previously sold, transferred or conveyed the Access Easement Property; (2) that it has not entered into any executory contracts or agreements for the sale, transfer or conveyance of the Access Easement Property (other than this Agreement); (3) that no rights of first refusal or options to purchase the Access Easement Property exist or are contemplated; (4) that there are no rights or asserted rights of any creditor, trustee or debtor in possession in bankruptcy or any related proceeding to avoid any prior sale, conveyance or transfer of title to the Access Easement Property that would in any way give rise to



any possible claim against, or in derogation of, the Grantee's full right, title and interest in and to the Access Easement Property.

3.7 Transfer to HOA: Access Easement Running with the Land. The Parties understand, acknowledge and agree that Grantor will be conveying Grantor's Property, including the Access Easement Property, to a homeowners association, which was created to, among other things, maintain Grantor's Property. As provided in Section 3.16 herein, the homeowners association that acquires Grantor's Property shall take title to Grantor's Property subject to the Grantee's Access Easement over the Access Easement Property, and upon such conveyance the covenants, rights and benefits of this Agreement shall continue to accrue for the benefit of the original Grantor and any subsequent owner of Grantor's Property, including, without limitation, the homeowners association that acquires Grantor's Property. In addition, the Parties understand, acknowledge and agree that the Access Easement shall run with the land in perpetuity as against Grantor and its personal representatives, heirs, successors and assigns, including, but not limited to, any future owners of Grantor's Property.

### 3.8 As-Is: General Release

3.8.1 As-Is. Grantee does hereby acknowledge and agree that Grantee is acquiring the Access Easement over the Access Easement Property in an "as-is, where is, with all faults" condition as of the date of the recordation of this Agreement and Grantor has made no representations or warranties regarding the Access Easement or the Access Easement Property.

3.8.2 Waivers and Releases. Grantee and its successors and assigns, hereby waive, to the maximum legal extent, any and all claims, liabilities, losses, damages, suits, actions, proceedings, obligations, costs and expenses (including without limitation, actual attorneys' and expert fees) (collectively, "Claims") arising from, in connection with, or related in any way to Grantee's use of the Access Easement over the Access Easement Property, whether known or unknown, foreseeable or unforeseeable. Grantee, on behalf of himself and his heirs, executors, administrators, successors and assigns, hereby fully releases Grantor, its successors, agents, representatives and assigns, and all other persons and associations, known and unknown, from all Claims and causes of action by reason of any damage which has been sustained, or may be sustained, as a result of Grantee's use of the Access Easement over the Access Easement Property.

3.8.3 California Civil Code Section 1542. Grantee hereby acknowledges that it has either consulted with legal counsel, or had an opportunity to consult with legal counsel, regarding the provisions of California Civil Code Section 1542, which provides:

**"A GENERAL RELEASE DOES NOT EXTEND TO CLAIMS WHICH THE CREDITOR DOES NOT KNOW OR SUSPECT TO EXIST IN HIS OR HER FAVOR AT THE TIME OF EXECUTING THE RELEASE, WHICH IF KNOWN BY HIM OR HER MUST HAVE MATERIALLY AFFECTED HIS OR HER SETTLEMENT WITH THE DEBTOR."**



Grantee acknowledges that with respect to Grantee's use of the Access Easement over the Access Easement Property by Grantee, Grantee may sustain damage, loss, costs or expenses which are presently unknown and unsuspected, and such damage, loss, costs or expenses which may have been sustained, may give rise to additional damage, loss, costs or expenses in the future. Nevertheless, Grantee hereby acknowledges, represents and warrants that this Agreement has been negotiated and agreed upon in light of that situation, and hereby waives, to the maximum legal extent, any rights accruing to him under Section 1542 or other statute or judicial decision of similar effect.

  
Grantee's Initials

3.9 Insurance. Grantee shall procure and maintain general liability insurance in an amount not less than \$1,000,000 per occurrence for bodily injury, personal injury and property damage which may arise from or in connection with Grantee's use of the Access Easement. The insurance policy shall be endorsed to add Grantor and its successors and assigns as an additional insured.

3.10 Notices. Any notice, demand, request, consent, approval or communication that either Party desires or is required to give to the other shall be in writing and either served personally or sent by first class mail, postage prepaid, addressed as follows:

To the Grantee at:  
Martin and Dolores Gonzalez  
19970 Grant Street  
Corona, CA 92881

To Grantor at:  
Standard Pacific Corp.  
255 E. Rincon Street, Suite 200  
Corona, CA 92879

Notices may also be sent to such other address as either Party from time to time shall designate by written notice to the other.

3.11 Effect of Representations and Warranties. The Parties understand, acknowledge and agree that each representation and warranty of a Party in this Agreement: (1) is material and is being relied upon by the other Party; (2) is true to the best of the Party's knowledge and belief as of the date of this Agreement; and (3) shall survive expiration or termination of this Agreement.

3.12 Venue. The interpretation and performance of this Agreement shall be governed by the laws of the State of California. Venue shall be in Riverside County, California.

3.13 Counterparts. This Agreement may be executed in counterparts, all of which, taken together, shall be deemed one original.

3.14 Attorneys' Fees. If any legal action, arbitration or other proceeding is brought for the enforcement of this Agreement, or because of any alleged dispute, breach, default or misrepresentation in connection with this Agreement, the prevailing party shall be entitled to recover



its reasonable attorney fees and other costs it incurred in that action or proceeding, in addition to any other relief to which it may be entitled.

3.15 Entire Agreement; Amendments; Severability. This Agreement sets forth the entire understanding and agreement of the Parties with respect to the grant of the Access Easement, and supersedes all prior discussions, negotiations, understandings or agreements relating to the grant of the Access Easement, all of which are merged herein. This Agreement may not be modified or altered except in a writing signed by all Parties hereto. The unenforceability, invalidity or illegality of any provision(s) of this Agreement shall not render the other provisions unenforceable, invalid or illegal.

3.16 Successors. This Agreement shall be binding upon and inure to the benefit of the Parties hereto, and to their respective successors. The Access Easement shall be appurtenant to and run with Grantee's Property and shall not otherwise be assignable without the written consent of Grantor or any successor of the Access Easement Property.

3.17 Captions. The captions in this Agreement have been inserted solely for convenience of reference, and are not a part of this Agreement and shall have no effect upon its construction or interpretation.

3.18 Authority. Each signatory below represents that he or she has the authority to bind the Party to this Agreement on whose behalf the signatory is executing this Agreement.

**[SIGNATURES ON THE FOLLOWING PAGE]**

GRANTOR'S SIGNATURE PAGE FOR  
PRIVATE ROAD ACCESS EASEMENT AGREEMENT

STANDARD PACIFIC CORP.  
a Delaware corporation

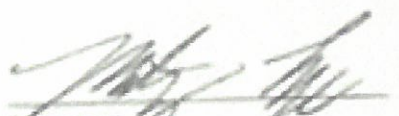
By:   
Signature

**Rick Wood**

Name (Print)

**AUTHORIZED REPRESENTATIVE**

Title (Print)

By:   
Signature

**Martin P. Langpap**  
Authorized Representative

Title (Print)



GRANTEE'S SIGNATURE PAGE FOR  
PRIVATE ROAD ACCESS EASEMENT AGREEMENT

MARTIN AND DOLORES GONZALEZ

By:   
Martin Gonzalez

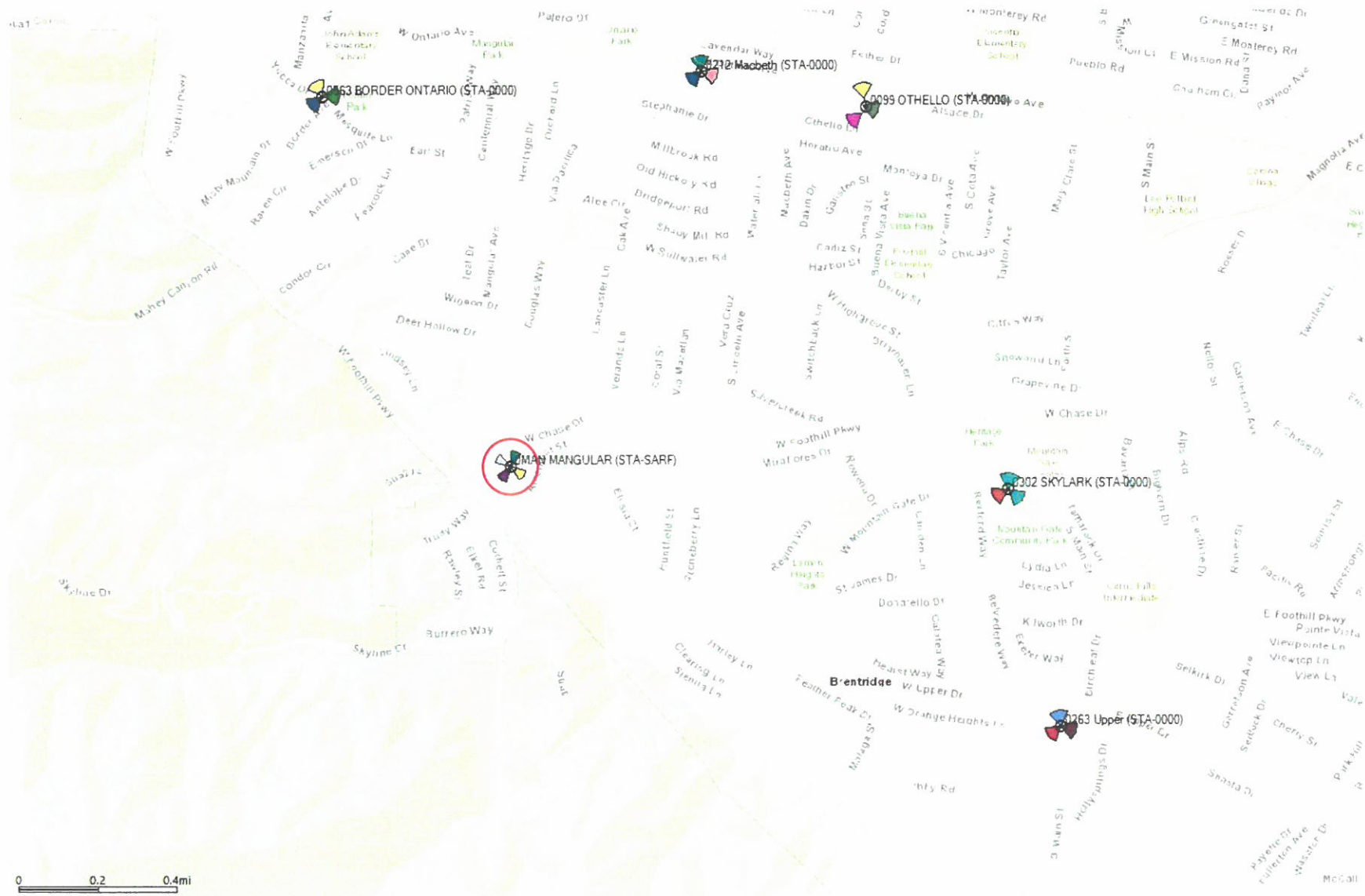
By:   
Dolores Gonzalez

# **Mangular Propagation Maps**

**August 20, 2018**

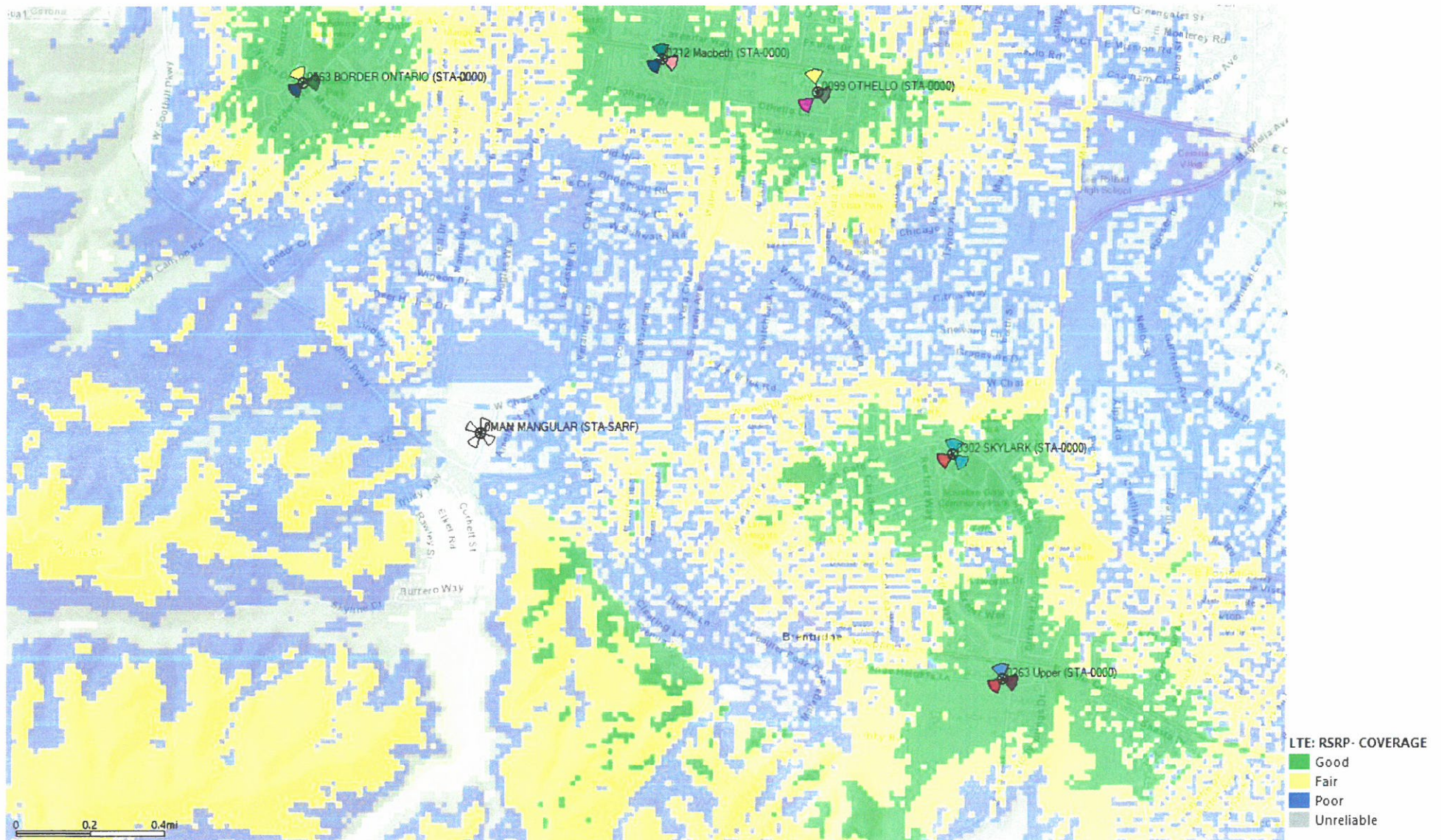


# Manglar – General Map



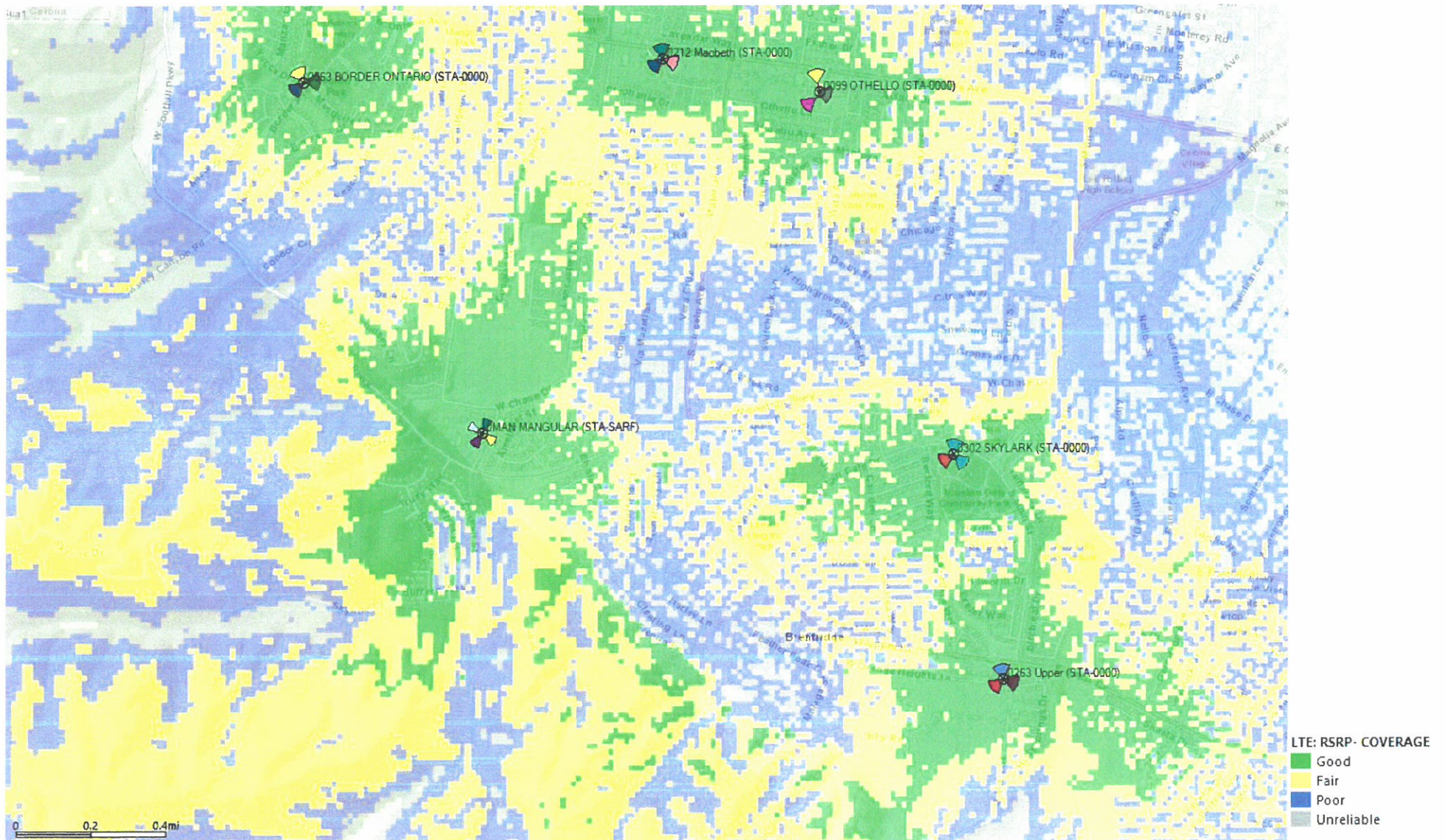


# Verizon Coverage without Mangular



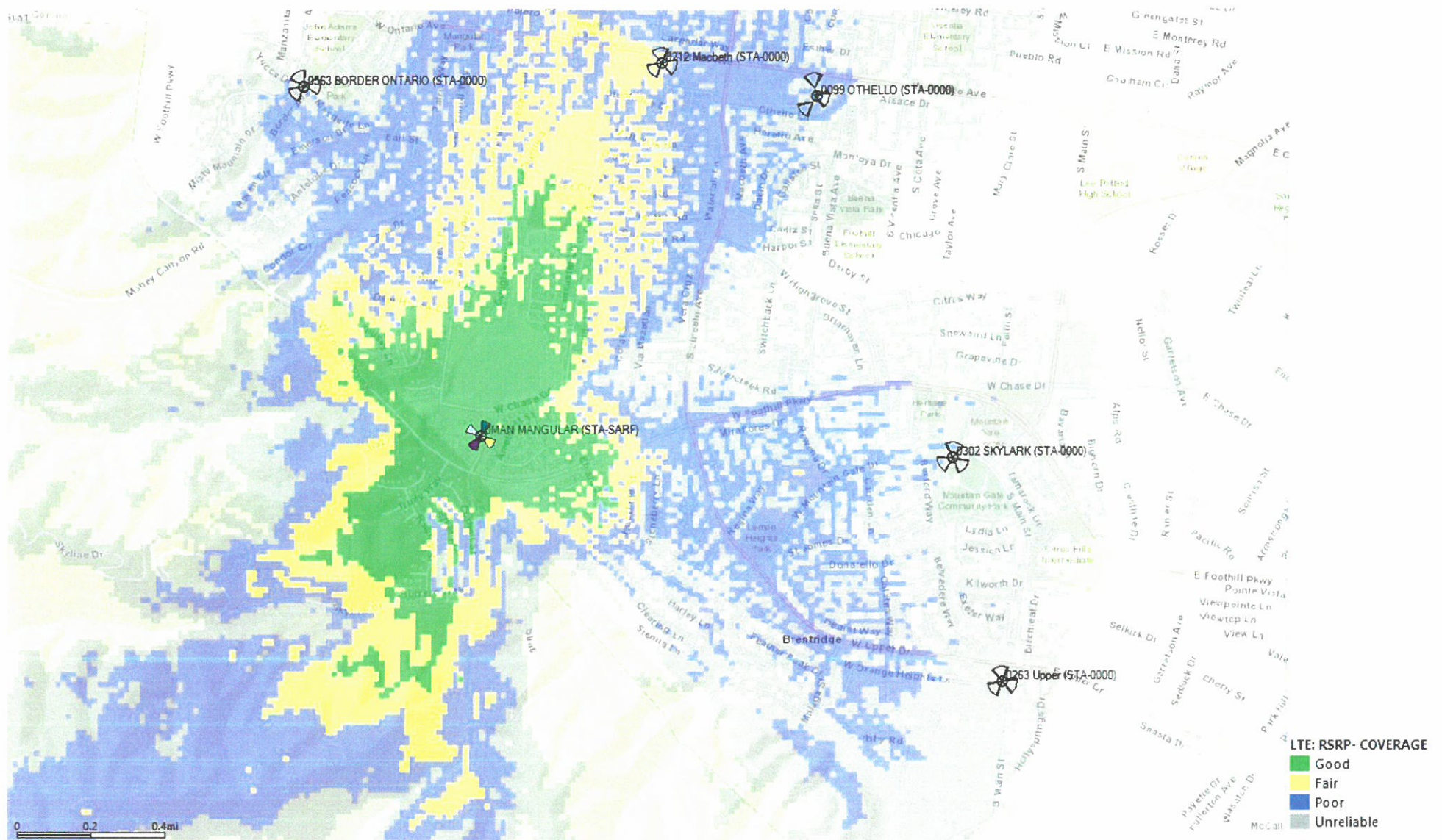


# Verizon Coverage with Mangular



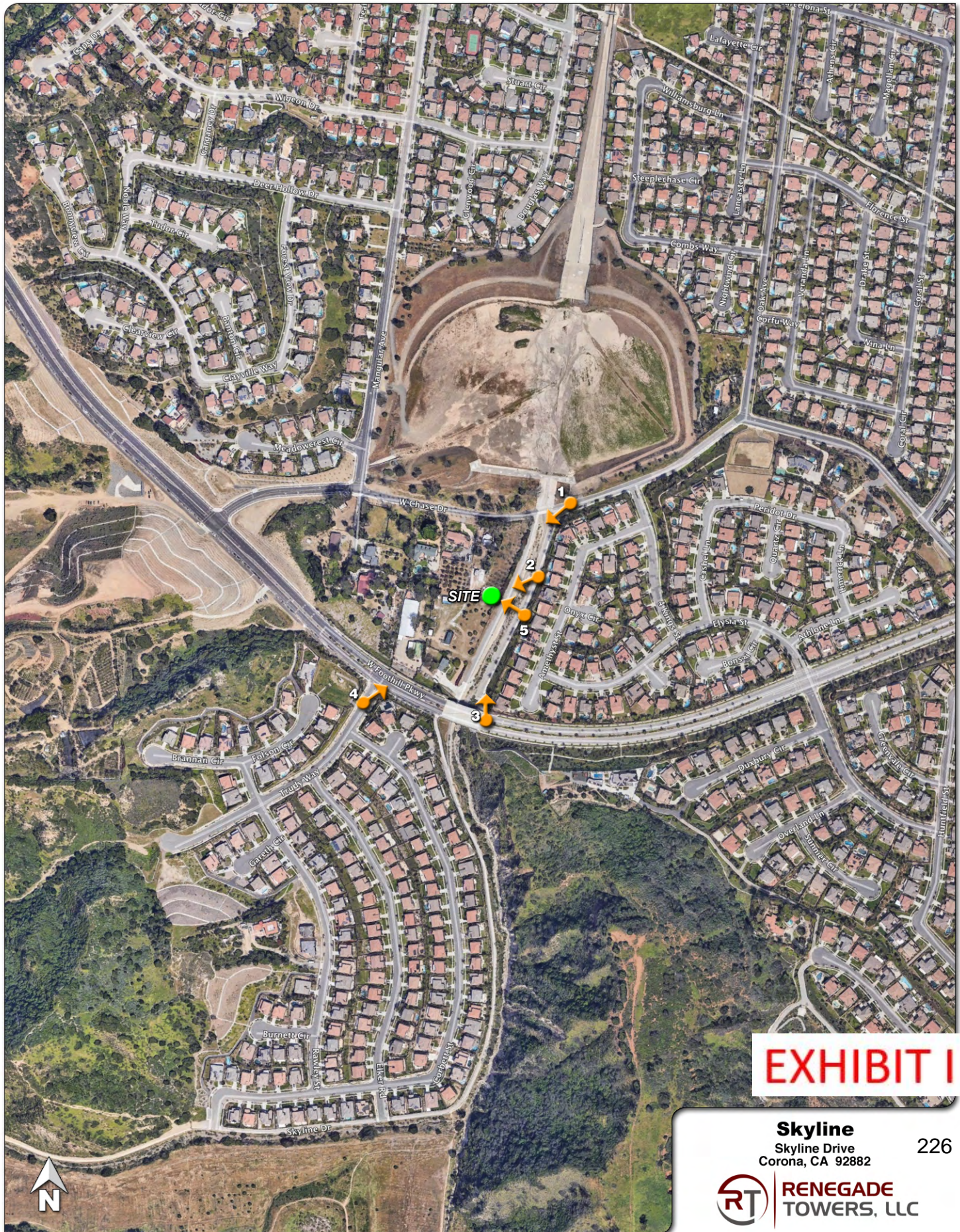


# Manglar Coverage Only





Aerial photograph showing the viewpoints for the photosimulations.

**EXHIBIT I**

**Skyline**  
 Skyline Drive  
 Corona, CA 92882

226



**RENEGADE  
 TOWERS, LLC**





**Existing**

1

**Skyline**  
Skyline Drive  
Corona, CA 92882



**RENEGADE  
TOWERS, LLC**

Photosimulation of the view looking southwest from W Chase Drive.



**Proposed**

227





**Existing**

**2**

Photosimulation of the view looking southwest from in back of the homes.

**Skyline**  
Skyline Drive  
Corona, CA 92882



**RENEGADE  
TOWERS, LLC**



*Proposed faux eucalyptus*

**Proposed**

**228**





**Existing**

**3**

Photosimulation of the view looking north from W Foothill Pkwy.

**Skyline**  
Skyline Drive  
Corona, CA 92882

 **RENEGADE  
TOWERS, LLC**



**Proposed**

229





**Existing**

**4**

Photosimulation of the view looking northeast from Trudy Way.

**Skyline**  
Skyline Drive  
Corona, CA 92882



**RENEGADE**  
**TOWERS, LLC**



*Proposed faux eucalyptus*

**Proposed**

230





**Existing**

**5**

Photosimulation of the view northwest from behind the nearest homes.

**Skyline**  
Skyline Drive  
Corona, CA 92882



**RENEGADE  
TOWERS, LLC**

*Proposed faux eucalyptus*



**Proposed**

**231**







September 14, 2017

Neighbor  
Corona, CA 92882

Dear Neighbor,

This letter is being sent to invite you, and any other interested parties, to an informational meeting regarding a possible wireless communications facility in the area. As you may already know, there is weakness in cell phone coverage and wireless data services in and around Skyline Drive and Foothill Parkway.

We are holding two open-house style meetings in September to discuss locating a tower facility to dramatically improve the coverage in the area. We are looking to discuss the project technology, design, location, as well as answer any questions you may have. The meeting will take place on the site in question; on the westerly side of Skyline Drive between Chase Drive and Foothill Parkway, just north of 3298 Skyline Drive. Directional signage will be posted on the meeting days.

Your attendance and active dialogue is welcomed, and we look forward to meeting with you at one of the following two dates and times:

1. **Thursday, September 28, 2017, at 6 PM**
2. **Saturday, September 30, 2017 at 3 PM**

If you are unable to attend, you may also direct any questions to me via email at: [peter.blied@plancominc.com](mailto:peter.blied@plancominc.com). You may also reach me at 714-262-0651, but email is preferred.

Warmest Regards,

A handwritten signature in blue ink, appearing to read 'P. Blied'.

Peter J. Blied, Plancom, Inc.  
*On behalf of Renegade Towers*



# COMMUNITY MEETING SIGN-IN SHEET

SEPT. 28, 2017

PHONE or EMAIL

234





RENEGADE  
TOWERS, LLC

## SKYLINE PROJECT

# COMMUNITY MEETING SIGN-IN SHEET

SEPT. 30, 2017

NAME \_\_\_\_\_

ADDRESS

PHONE or EMAIL

[illegible]



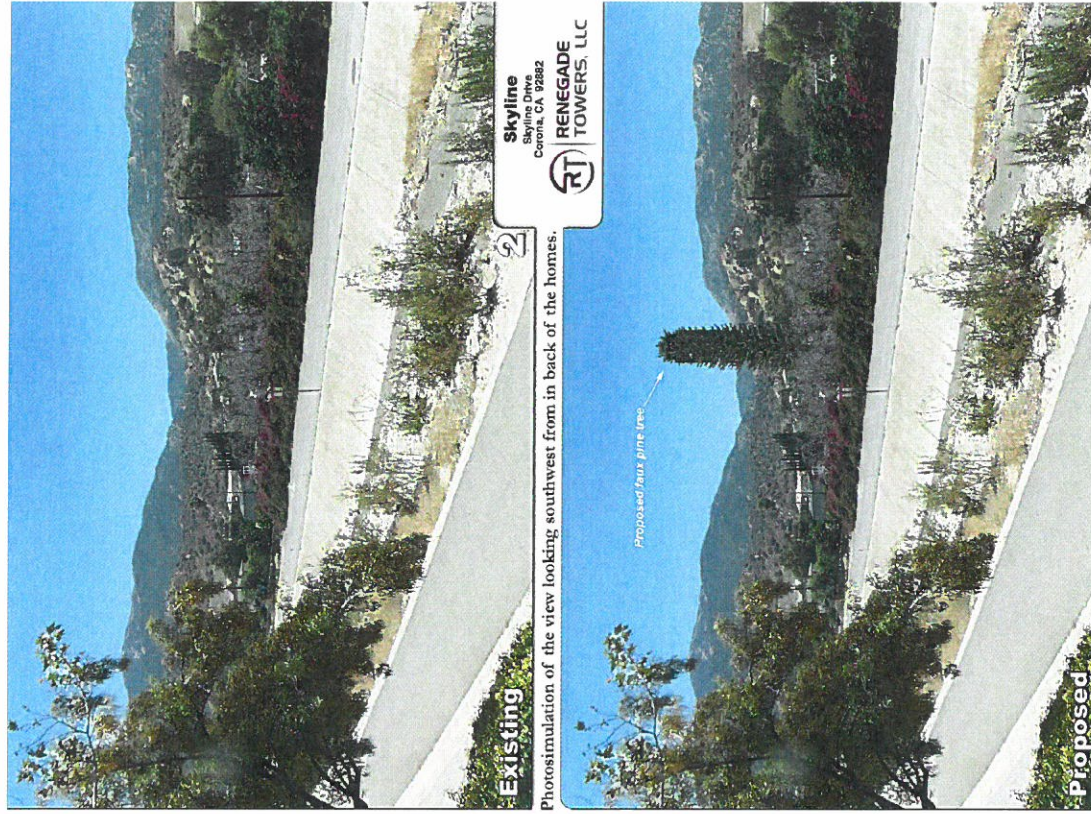
## CORONA - SKYLINE PROJECT

### SUMMARY:

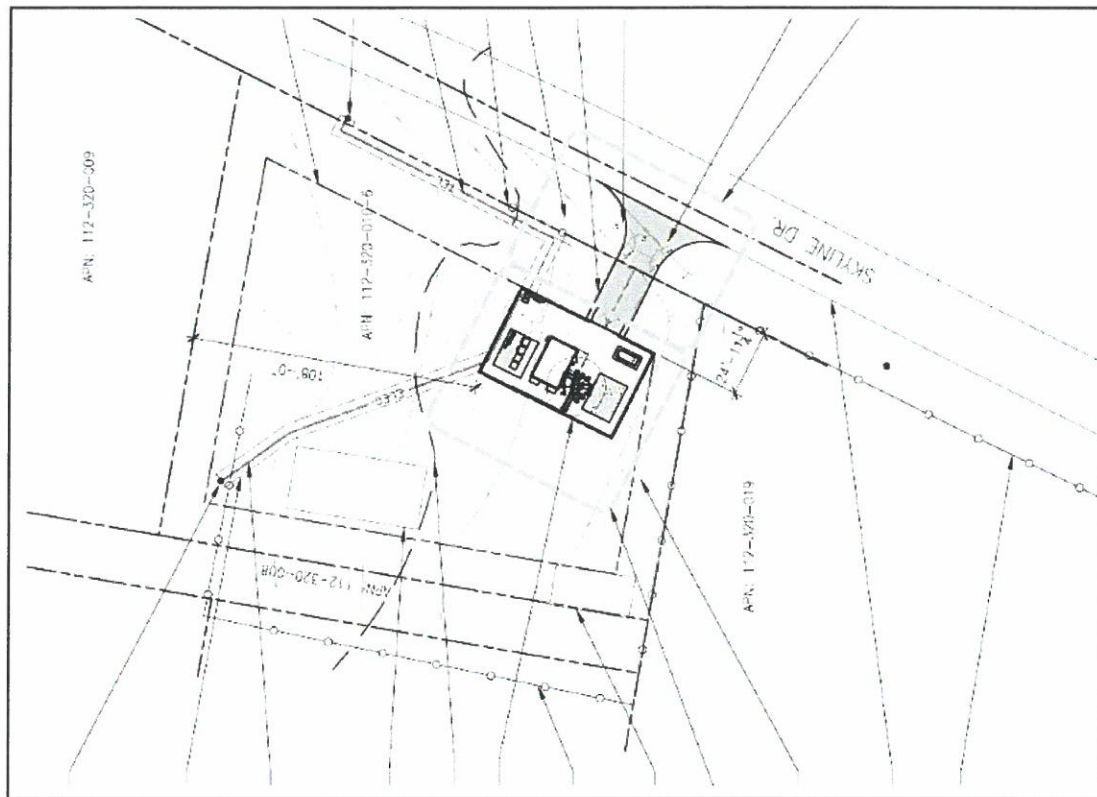
The project being discussed is a potential wireless communications tower disguised as a faux tree. Renegade Towers, the site developer, has two successful prototype designs upon which we would appreciate your comments. This packet contains concept elevation drawings and photo-simulations for you to review and share with your neighbors, family, or other interested parties. We look forward to your feedback and support for the project. Please direct your written comments or any follow-up questions to Peter Blied at: [peter.blied@plancominc.com](mailto:peter.blied@plancominc.com).













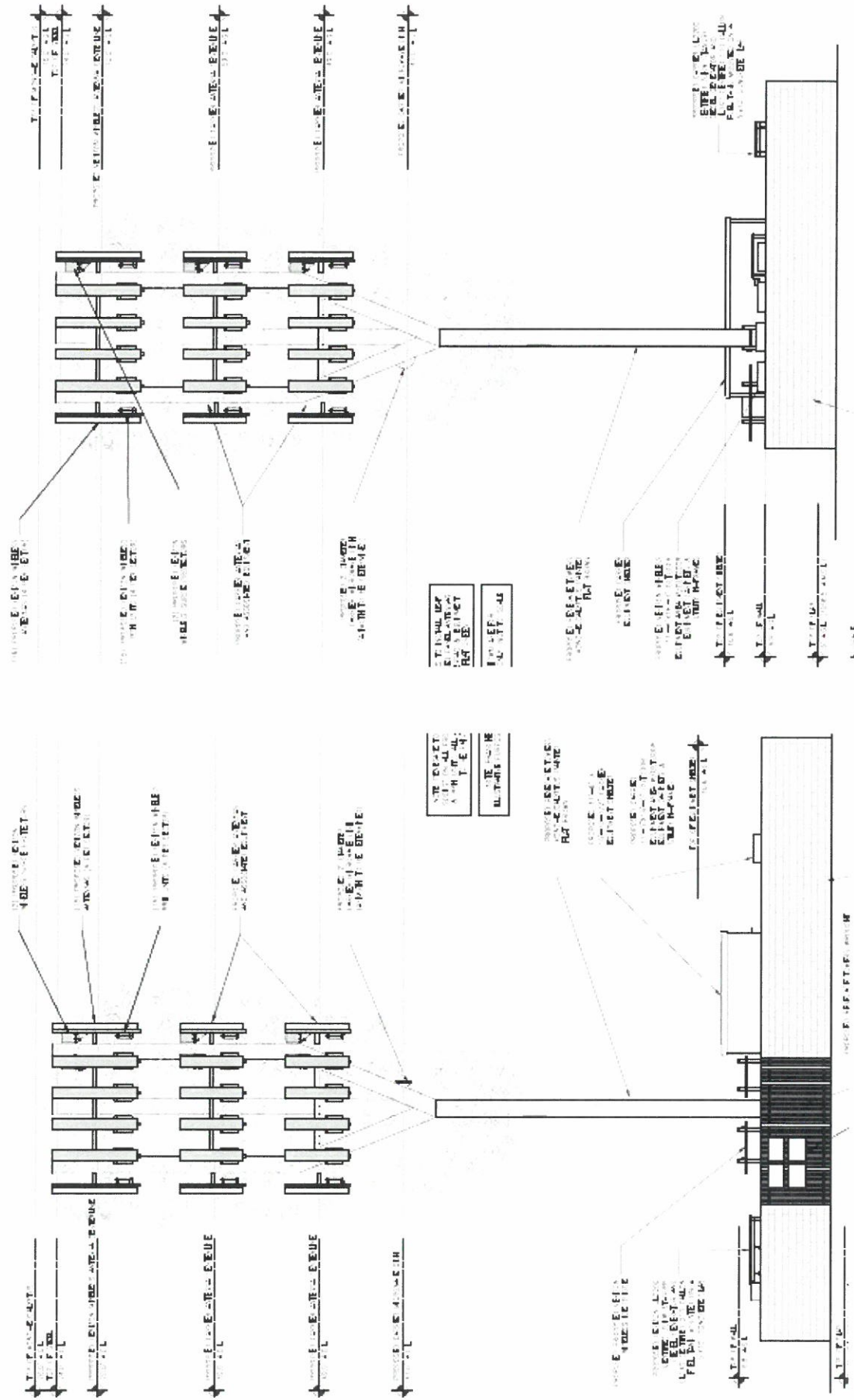




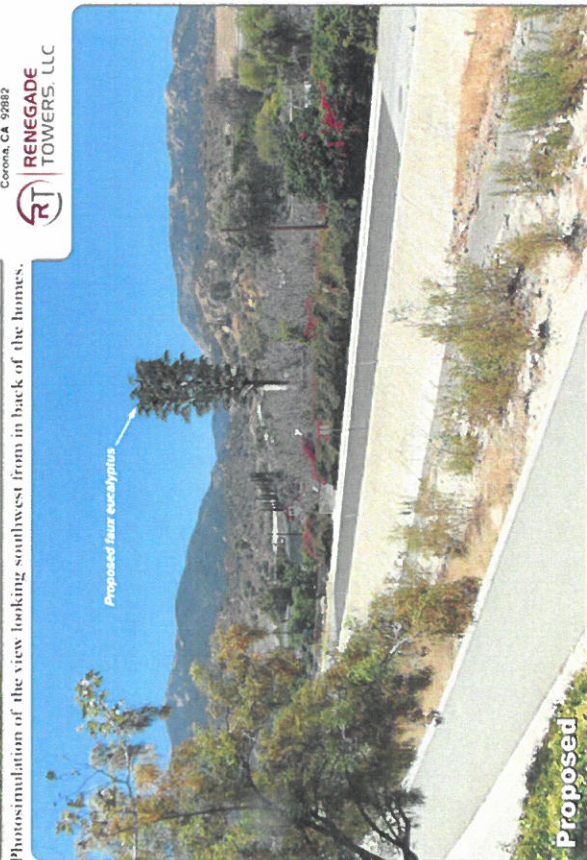
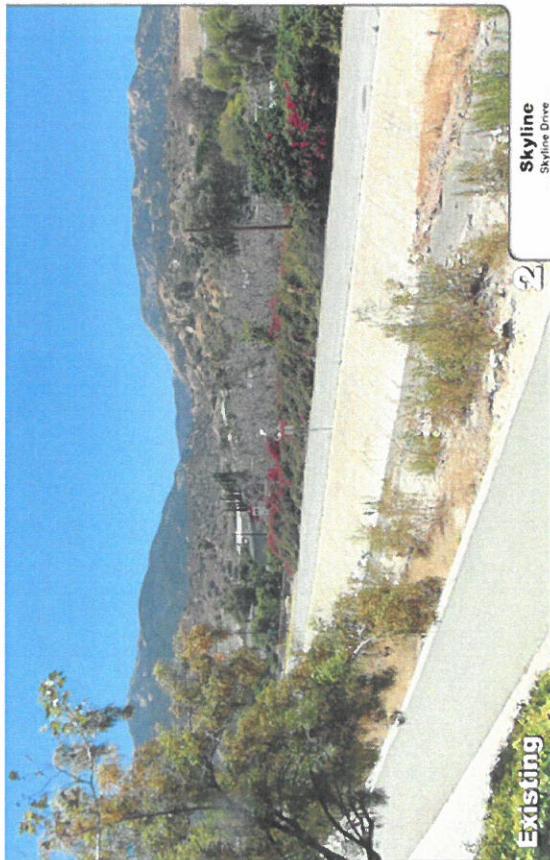
## CORONA - SKYLINE PROJECT

### SUMMARY:

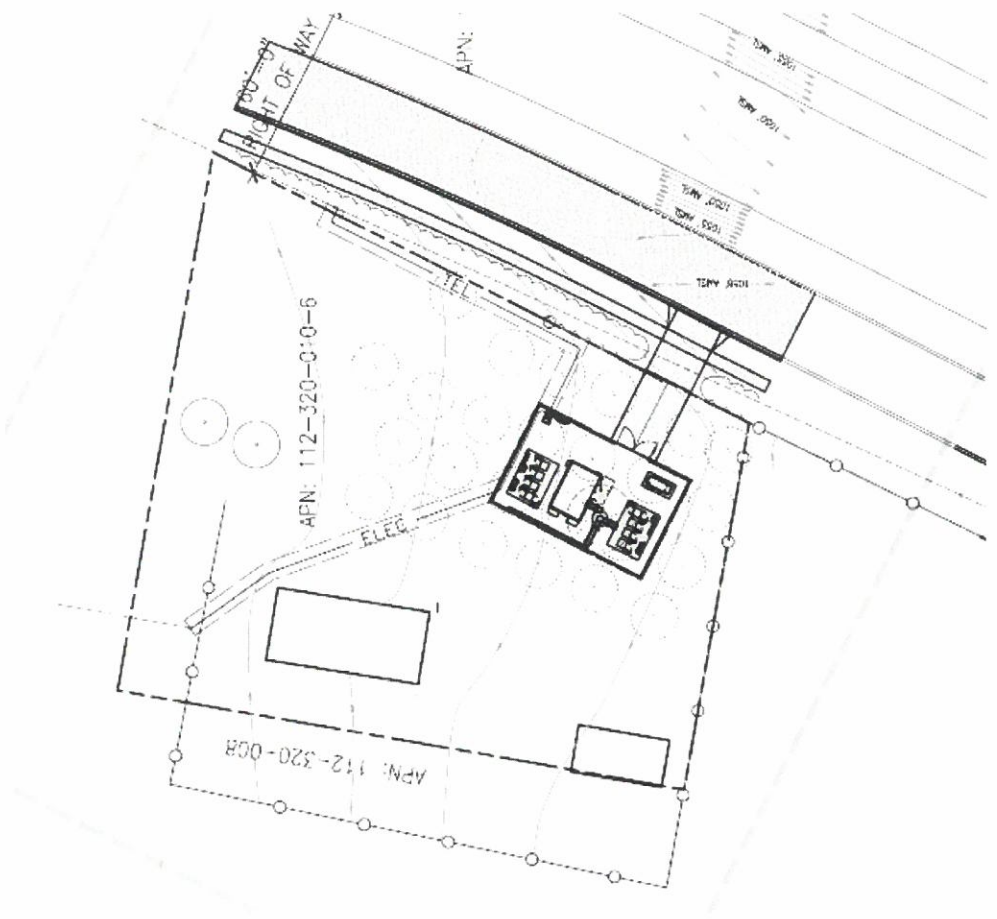
The project being discussed is a potential wireless communications tower disguised as a faux tree. Renegade Towers, the site developer, is proposing a faux eucalyptus design. This packet contains concept elevation drawings and photo-simulations for you to review and share with your neighbors, family, or other interested parties. We look forward to your feedback and support for the project. Please direct your written comments or any follow-up questions to Peter Blied at [peter.blied@plancominc.com](mailto:peter.blied@plancominc.com).













# City of Corona

400 S. Vicentia Ave.  
Corona, CA 92882

## Minutes - Final

### Infrastructure Committee

*COUNCIL MEMBER JASON SCOTT*  
*COUNCIL MEMBER EUGENE MONTANEZ*

*ADVISORY MEMBER*  
*VICE CHAIR KIRK BENNETT*  
*COMMISSIONER JEFF RUSCIGNO*

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Wednesday, November 1, 2017

8:00 AM

Council Board Room

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#### 1. Call To Order

The meeting was called to order by Council Member Jason Scott at 8:00 am. In addition to Advisory Members with Vice Chair Kirk Bennett absent, the following individuals were in attendance:

Darrell Talbert, City Manager	Nelson Nelson, Public Works Director
Kerry Eden, ACM/Admin Svcs. Dir	Tom Koper, Asst. Public Works Dir.
Joanne Coletta, Comm. Dev. Dir.	Bob Tran, Senior Engineer
Terri Manuel, Planning Manager	Dennis Ralls, PW Program Manager
Tara Paul, Program Supervisor	Tom Moody, General Manager
David Montgomery-Scott, Library & Rec. Services Director	

#### Others Present:

Patrick Faranal, National Sign	Don Kindred, Resident
D.T. Kelhi, National Sign	Dennis Armstrong, Resident
Mr. Landry, Property Owner	Ivano Stamegna
Timothy Ballon, All American Asphalt	Carlos Cueva, Nora Homes
Crystal Howard, Enviromine	Henry "Hank" Lozano, Resident
Victor Elia, KWC Engineers	Carlos Padilla, Resident
Chris Barnett, Renegade Towers	Alysia Padilla-Vaccaro, Resident
Michael Miller, Renegade Towers	Ben Louk
Peter Blied, PLANCOM	Joe Morgan, Resident
Michael Shay, Resident	
Violet Shay, Resident	
Mohammad Khan, Resident	
Samantha Wadhwan, Resident	
Erin Atkins, Resident	
Ian Atkins, Resident	
Paul C. Klein, Resident	

#### Agenda Items

2. 17-1252 Discussion for a variance from the city's sign ordinance to increase the height of an existing pole sign by 15 feet for a total height of 30 feet for Carl's Jr. restaurant located at 1865 West Sixth Street due to the raised

distributed which illustrated the original design and the revised design. Where the previous entitlement in 2016 provided for a site configuration with one two-story building and two single-story buildings up against the property line to the Temescal Channel, the new configuration features one building centrally located with storage access on both sides of the building. The previous entitlement featured 442 storage units and 25 RV parking spaces. The new proposal features 601 storage units, 48 lockers, and six RV spaces. The previous entitlement had a large retaining/building wall up against the channel that was architecturally enhanced with spandrel glass windows. The revised plan features a northeast elevation with storage access roll-up doors on the lower level that is built into the grade and varied materials featuring masonry, stucco and standing seam metal roofing with cornice trim at the corners. The revisions will go through a major modification to the previously approved conditional use permit.

The Committee reviewed the exhibits and noted that the previous entitlement looked better and recommended that the applicant revise the plan to incorporate the aesthetic features applied to the previous plan. The Committee also noted that the concept landscape plan featured no planting along the northeast property line and recommended screen landscaping rather than just the bark mulch as shown, and further asked that more detail be provided on the lockers, their size, configuration and photo examples of where they have been used.

6. 17-1256



Discussion on the potential application by Renegade Towers, LLC for a conditional use permit for an 80 foot high monopine telecommunications tower proposed on the west side of Skyline Drive between Chase Drive and Foothill Parkway (north of 3298 Skyline Drive) in the R-1A Zone (Single Family Residential, one acre minimum lot size).  
(Community Development)  
Action: Information & Discussion

Ms. Joanne Coletta, Community Development Director, introduced to the Committee exhibits illustrating a wireless telecommunications tower that Renegade Towers is proposing to place on a vacant, residential property on the west side of Skyline Drive between Chase Drive and Foothill Parkway to fill a service gap in the area. The installation is designed as a 76-foot high mono-eucalyptus tree. She explained that the project proponent has had several meetings with city staff, and staff has explained to the company representatives why the location cannot be supported by city staff. As the proponent asserts the location is essential for the necessary coverage in the area and other alternatives are not viable, they were instructed that an outreach to the community would be necessary to garner support for the location. Renegade Towers representatives held two outreach meetings in September with one on a Thursday evening and the other on a Saturday afternoon. Shortly thereafter, e-mails of protest were sent to city representatives from the nearby residents.



Mr. Chris Barnett of Renegade Towers presented a power point that detailed cell coverage across the southern part of the city (radii from existing towers) and the coverage gap in the referenced area and photo-simulations of the tree as it would be located in an area that is prevalent with mature trees that the tower would blend in with. He explained that the tower is designed to accommodate antenna arrays of up to three carriers. Renegade builds the tower and then leases to Verizon, AT&T, Sprint and T-Mobile. He acknowledged that the city's preference is that these towers be located in commercial or industrial zones, but no such zones exist in this area where there is service gap. The service is important for general use but also for emergency response situations as well, and a single use pole accommodating three users is less impactful than would be three separate towers for the various carriers. He referred to the city's General Plan that promotes wireless infrastructure stating that 51% of homes now are mobile phone use exclusively. Service is also needed for hikers and bikers in the area too as well as utility service providers. In terms of the negative feedback arising from the area residents, he categorized the general reasons being 1) perceived health risks; 2) aesthetics; 3) real estate values; 4) wi-fi availability in homes; and 5) alternative cell types such as small cell or micro-cell facilities. He explained that these installations operate below the safety standard thresholds set by the FCC accepted by the World Health Organization and the American Cancer Society and cell phone use itself is higher exposure than cell towers. In terms of view shed, the tower would be visible from the rear yards of the first row of residences to the east, but would be of minimal visual impact as the separation distance is at least 100 feet and the tower would blend with other mature trees in the area. To the contention of real estate values, he stated that a 2004 study based up north of 70 sites and 1,600 homes concluded that there was no difference in real estate values based upon the location of cell towers. To the contention that wi-fi is now available in homes eliminating the need for cell towers, he stated that private homes are not the only users of cell service. As for the alternative of small cells or microcells, since these are single user installations and cover much smaller areas, the proliferation of these to satisfy the service gap would be significant. He compared the service areas to the throw of a sprinkler system in that it is not so much a distance issue as it is topography and ridgelines that can obstruct signals.

A number of nearby residents attended the meeting to offer their comments related to the proposed project. The objections raised by those in attendance included the impacts to the views from the residential properties; perception of health impacts being enough; proximity of the tower to residences and the level of antennas with living areas; other sites in the vicinity away from the residences that would be better; home

purchase intentionally away from any power lines and toxic sites; residents such as those with pacemakers that are more vulnerable to electro-magnetic frequencies; impacts to thousands of hikers using Skyline as a trailhead in that area.

Mr. Tom Koper, Assistant Public Works Director, informed that the installation of the cell tower would trigger public improvements including curb, gutter, sidewalk, etc., along the entire frontage of the parcel where it would be installed per the municipal code requirements.

Commissioner Ruscigno expressed his disfavor of the location since it is in a residential area asserting that there are plenty of other areas as options. Council Member Montanez expressed his concurrence with staff's reservations about the location further expressing, however, that the city cannot use the health, safety arguments as a basis for a denial pointing to school sites and parks that now accommodate many of these installations. Council Member Scott noted the recent legislation that was vetoed by the governor resulting in continued local control over the placement of these installations, and he concurred that the location is not good urging the exploration of other sites to the west or even the small cell installations as an alternative.

7. 17-1257 Presentation regarding traffic control for the California Avenue Sewer Project.  
(Public Works Department)  
Action: Information & Discussion  
Item pulled.
8. 17-1259 Discussion regarding the ultimate configuration of Golden Harvest Drive.  
(Public Works Department)  
Action: Information & Discussion

Tom Koper, Assistant Public Works Director reported that Griffin Homes/Nova Homes is preparing to develop Tract Map 31373, located in the area of East Upper Drive, Lester Avenue, and Lemon Grove Lane, and that one of the requirements of the development is the construction of Golden Harvest Drive. Mr. Koper further reported that past discussions had determined that Golden Harvest Drive would have to be constructed as a narrower rural road, rather than a standard City street, to accommodate the creek that runs along its north side.

In order to address concerns posed by residents regarding potential traffic volumes on a rural road and pedestrian safety, staff proposed implementing a design where Golden Harvest Drive was constructed as two cul-de-sacs (one accessible from Lemon Grove Lane, and the other accessible from Lester Avenue), with sidewalk on the south side for



# City of Corona

400 S. Vicentia Ave.  
Corona, CA 92882

## Minutes - Final

### Infrastructure Committee

**MAYOR JASON SCOTT**  
**COUNCIL MEMBER WES SPEAKE**

**ADVISORY MEMBER**  
**PLANNING & HOUSING COMMISSIONER**

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Wednesday, January 9, 2019

8:00 AM

Council Board Room

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#### 1. Call To Order

The meeting was called to order by Mayor Jason Scott at 8:01 a.m. In addition to the Committee Members, the following individuals were in attendance:

Darrell Talbert, City Manager	Dean Derleth, City Attorney
Michele Nissen, Asst. City Mgr.	Kerry Eden, Asst. City Mgr. /Admin Svcs.
Nelson Nelson, Public Works Dir.	Joanne Coletta, Com. Dev. Dir.
Terri Manuel, Planning Manager	Sandra Yang, Senior Planner
Dennis Ralls, Program Mgr.	
Kimberly Davidson, Economic Development Manager	
Ryan Cortez, Economic Development Coordinator	
Naomi Ramirez, Management Svcs. Asst.	

#### Others Present:

Peter Blied, Plancom Inc.	Chris Barnett, Renegade Towers
Michael Shay, Resident	Michael Miller, Renegade Towers
Violet Shay, Resident	Sumanth Wadhvani, Resident
Don Long, Resident	Ann Long, Resident
Joe Sloan, Resident	Rose Jimenez, Resident
Joe Morgan, Resident	Jennifer Millett, Resident
Jamie Murdoch, ADS Signs	
Eugene Montanez, Allegra Marketing	

#### 2. Public Comments

Mr. Joe Morgan, Resident, requested that the committee revisit video recording/ broadcasting the committee meetings. This would allow residents to have more access to the items presented and discussed.

#### 3. Agenda Items



starting construction at 8am to prevent traffic congestion. Mr. Didario inquired about who would be responsible for the gate on Rincon Street that is used to close off the street due to rain and flooding.

Mr. Nelson responded to resident's concerns, regarding changing construction start time this will cause the crews to end later in the day or delay project completion. He also noted that they do not believe the impact of the proposed changes will cause major traffic congestion. If there are any problems down the line, staff can make changes. Mr. Nelson noted that currently the City is responsible for opening and closing the gate on Rincon Street; however once construction starts, they will delegate the duties to construction team. He noted that they would need to follow strict regulations and requirements from city staff as well as the United States Army Corps of Engineers (USACE). Residents can call the Public Works Department or USACE to report any questions or concerns.

Mr. Nelson provided the committee with the project notification flyer that will be going out to residents within one thousand feet of the project location. Council Member Speake requested that staff explore informing residents that are outside the one thousand feet and surrounding neighborhoods that will be affected by the project.

C. 19-0015



Update and discussion on a 76-foot high telecommunications facility designed to resemble a eucalyptus tree (mono-eucalyptus) located on 0.69 acres on Skyline Drive, south of Chase Drive and north of Foothill Parkway (APN 112-320-010) in the R-1A (single family residential) zone (previously discussed at the Infrastructure Committee on November 1, 2017). (Community Development Department)  
Action: Information & Discussion

Ms. Joanne Coletta, Community Development Director, provided the committee background on a 76-foot high wireless telecommunications facility proposal by Renegade Towers that was initially proposed to the City approximately one year ago and discussed at a previous Infrastructure Committee meeting on November 1, 2017. The tower, which is designed as a mono-eucalyptus, is being proposed on a vacant, residential property located on the west side of Skyline Drive between Chase Drive and Foothill Parkway. Since its initial proposal, Renegade Towers has conducted outreach meetings with the community. Many of the residents continue to oppose the location of the tower because of its proximity to the surrounding single-family homes. Staff also did not support the location. Renegade Towers is currently processing a conditional use permit application for the proposal which is ready to move forward to a public hearing soon. Therefore, the proposal is being brought back before the committee for information purposes only.

Mr. Peter Blied of Plancom presented a power point that detailed the cell coverage across the general area around Foothill Parkway and Skyline Drive. He explained that several wireless carriers have "dead zones" along Skyline Drive. His proposal entails building a tower what would allow for multiple carriers to collocate to provide the needed coverage in the area. Alternate sites in the area were analyzed, including the Quality Growers nursery located southwest of the project site across Foothill Parkway. He stated that initially the property owner was not responsive to their inquiries, but may now be interested; however, the site has access issues due to steep slopes that would preclude the site from being a viable location for the telecommunications facility. He also discussed other alternate sites in the area that were analyzed for viability but were not pursued due to various reasons. The power point also included information on small cell facilities which Mr. Blied explained would not be a viable solution for the rural area as small cells are generally designed to serve densely developed areas. Furthermore, it would require 13 to 14 small cell facilities for each carrier to match the same coverage that would be provided by a single facility as proposed by Renegade Towers. He discussed the effects of telecommunications facilities on property values by referring to a study conducted in 2012 that examined several telecommunications facilities within four cities. The study showed that the telecommunications facilities in the cities studied did not have a negative impact to the property values of the nearby homes. Mr. Blied also showed the Committee photo simulation exhibits of the proposed mono-eucalyptus on the project site.

Council Member Speake asked if higher elevation is better in general, and if having facilities spread out between three to four sites would provide the same coverage as a single facility. Mr. Blied replied that higher elevation would allow for a shorter tower, but due to high demand in the area they would need a higher tower to maximize the benefits.

Mayor Scott asked if the basin owned by the Riverside County Flood Control (RCFC) located north of the project site was considered as an alternate site. Mr. Blied replied that the topography of the area drops in elevation going north and therefore, placing a tower in the basin would need to be taller to make up for the drop in elevation.

Several residents who live near the project site attended the meeting to offer their comments and concerns related to the project. The objections raised by those in attendance included the following concerns: aesthetics and impacts to the views from the residential properties; health concerns from long-term exposure and for those who have implants that should have limited exposure to radiation; and impacts to property values. The residents recognize the FCC's regulations and limitations on health effects

and that it cannot be used as a reason to deny a project but urged the committee to listen to their concerns and for the project proponent to find an alternate location for the telecommunications facility.

Council Member Speake noted that a property south of Foothill Parkway next to the nursery is currently in escrow and encouraged the project proponent to reach out to the property owner and explore the site for viability. Mayor Scott asked staff to reach out to RCFC to find out if the agency would be interested in having a telecommunications facility at the basin site and for the project proponent to provide staff with information on all alternative sites that were explored and reasons that each one had to be dismissed as viable.

- D. 19-0019 Discussion on the city's sign ordinance, specifically the number of tenants allowed on pylon signs (previously discussed at the Infrastructure Committee on June 6, 2018).  
(Community Development Department)  
Action: Information & Discussion

Ms. Joanne Coletta, Community Development Director, presented to the Committee a request by the owner of an existing commercial center located on the northwest corner of Rimpau Avenue and Magnolia Avenue seeking additional signage space on an existing pylon sign located on the center's Magnolia Avenue frontage. The sign is currently restricted to advertising a maximum of three tenants with a maximum sign area of 200 square feet per the site's C-3 zone. Such a change would require an amendment to city's sign ordinance in the Corona Municipal Code.

Ms. Jamie Murdoch of ADS Signs stated that commercial tenants in general are asking for more signage opportunities and presented some conceptual sign exhibits to the committee to show different options for redesigning the center's existing pylon sign. One of the options included enhancing the sign with a more uniform look (i.e. same copy and color for all tenant names) but would allow for more signage.

Mr. Eugene Montanez of Allegra Marketing Print Mail informed the committee that the center's owner's desire is to be able to have the sign advertise up to four tenants, but if there is flexibility for more than four tenants, then the owner would be willing to have the entire sign be redesigned to be more uniform. He would like to avoid having to process a variance for such a request.

Council Member Speake inquired if there would be restrictions on copy and logos. Ms. Coletta responded that the City is required by law to be content neutral when it comes to regulating signs, and therefore, the City does not have the right to control sign content including logos.



**Sandra Yang**

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**From:** S. Wadhwani <sumanth.wadhwani@gmail.com>  
**Sent:** Monday, October 2, 2017 7:05 AM  
**To:** Sandra Yang  
**Subject:** Fwd: Renegade LLC residential cell phone tower

----- Forwarded message -----

From: "S. Wadhwani" <[sumanth.wadhwani@gmail.com](mailto:sumanth.wadhwani@gmail.com)>  
Date: Oct 2, 2017 6:50 AM  
Subject: Renegade LLC residential cell phone tower  
To: <[yolandac@ci.corona.ca.us](mailto:yolandac@ci.corona.ca.us)>, <[sandrayang@coronaca.gov](mailto:sandrayang@coronaca.gov)>  
Cc: <[DHaley@ci.corona.ca.us](mailto:DHaley@ci.corona.ca.us)>, <[Kirk.Bennett@ci.corona.ca.us](mailto:Kirk.Bennett@ci.corona.ca.us)>, <[kspiegel@ci.corona.ca.us](mailto:kspiegel@ci.corona.ca.us)>

Thank you for your time and attention.

Two weeks ago Corona citizens residing within a certain radius of a proposed cellphone tower facility were sent communication regarding informational meetings on the topic. The proposed location of this cellphone tower is on private property on the westerly side of Skyline Drive between Chase Drive and Foothill Parkway, just north of 3298 Skyline Drive.

Citizens from the neighborhood have attended the informational meeting and have left with the understanding that Renegade Towers, LLC will be proceeding with their plans to pursue the Cell Tower facility at this location.

The citizens have raised concerns over the close proximity of the tower to the homes and surrounding community and the long term impact on residential exposure to Radiofrequency Electromagnetic Fields. The citizens have also voiced concerns over the height and elevation of the cell tower which puts it in direct horizontal line of sight and exposure with the adjacent homes and living areas posing a health risk to the citizens and their children.

The citizens have sufficient information to believe that the presence of the cell tower within the residential community poses a significant health and safety risk. We do not wish to experience the short or long term effects of RF Electromagnetic Fields, as research reviewed has pointed to an elevated risk of cancer related illnesses in humans.

We request that the planning commission seek other alternatives to the location of this cell tower to a commercial or utility site, including the option to use of small cell sites along the unpopulated stretch of the Foothill extension. The citizen's request that there be a thorough review of the environmental and health impact of the location of this and any future cell tower when permits are requested for residential, work or school areas where there is extended human exposure. We also request that there be a hearing and presentation of the findings related to how the planning commission will be addressing relocation of this specific tower.

We do not see a community benefit from the presence of this cell tower as current technology allows for the use of cellphones within our household if needed. We urge you to take into account our request for relocation, to reduce the exposure and impact to our residential tract and zone in question and to mitigate any future risks.

This community will be petitioning its residents to write and call the city personnel and planning commission to voice their concerns against this residential cell tower.

With hope you will take our request and concerns seriously and help us reach a meaningful alternative.

Sincerely,

253

## Sandra Yang

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**From:** Joanne Coletta  
**Sent:** Monday, October 2, 2017 4:48 PM  
**To:** Sandra Yang; Terri Manuel  
**Subject:** FW: Proposed cell phone tower on Skyline Drive

Fyi.

**From:** Sylvia Edwards  
**Sent:** Monday, October 2, 2017 4:35 PM  
**To:** Darrell Talbert <Darrell.Talbert@CoronaCA.gov>; Joanne Coletta <Joanne.Coletta@CoronaCA.gov>  
**Subject:** FW: Proposed cell phone tower on Skyline Drive

Message sent to the full City Council.

**From:** Michael Shay [<mailto:mvshay@yahoo.com>]  
**Sent:** Monday, October 2, 2017 3:58 PM  
**To:** Dick Haley <[Dick.Haley@CoronaCA.gov](mailto:Dick.Haley@CoronaCA.gov)>  
**Subject:** Proposed cell phone tower on Skyline Drive

Dear Mayor Dick Haley,

We would like to first thank you for having the vendor for the proposed cell phone tower on Skyline Drive present to the community prior to submitting their application.

As the vendor may have already communicated to you, we, along with several other residents affected by this proposed cell phone tower, are against this plan. This cell phone tower came as a complete surprise as Section B4 of the General Plan created 8/7/2014 shows the lot in question as having been zoned for low density residential development. We don't understand how a cell phone tower qualifies as low density residential development.

We purchased our property on Amethyst Street in 2010 specifically because it is far away from power lines, it has an unobstructed view from the backyard, and it should appreciate in value. We then invested substantially in this property with the expectation that the General Plan would not be changed to allow commercial operations in the middle of a residential area. Now we are being confronted with a giant structure that will obstruct our view, threaten the health of our family, and lower our home's resale value, for a service that our community doesn't need or want. We and our neighbors have Wi-Fi and use it to connect to our cell phones while at home. Who is this cell phone tower really meant to serve? Maybe the people commuting on Foothill? Is convenience to commuters, many of whom do not live in Corona, more important than the health and property values of your voting constituents?

I ask that you deny the application for a cell phone tower near 3298 Skyline Drive.

Respectfully,

Michael and Violeta Shay  
3384 Amethyst Street

Corona, CA 92882

[Sent from Yahoo Mail on Android](#)



## Sandra Yang

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**From:** Michael Shay <mvshay@yahoo.com>  
**Sent:** Thursday, October 5, 2017 9:48 PM  
**To:** Sandra Yang  
**Subject:** Proposed cell phone tower on Skyline Drive

Dear Sandra Yang,

We would like to first thank you for having the vendor for the proposed cell phone tower on Skyline Drive present to the community prior to submitting their application.

As the vendor may have already communicated to you, we, along with several other residents affected by this proposed cell phone tower, are against this plan. This cell phone tower came as a complete surprise as Section B4 of the General Plan created 8/7/2014 shows the lot in question as having been zoned for low density residential development. We don't understand how a cell phone tower qualifies as low density residential development.

We purchased our property on Amethyst Street in 2010 specifically because it is far away from power lines, it has an unobstructed view from the backyard, and it should appreciate in value. We then invested substantially in this property with the expectation that the General Plan would not be changed to allow commercial operations in the middle of a residential area. Now we are being confronted with a giant structure that will obstruct our view, threaten the health of our family, and lower our home's resale value, for a service that our community doesn't need or want. We and our neighbors have Wi-Fi and use it to connect to our cell phones while at home. Who is this cell phone tower really meant to serve? Maybe the people commuting on Foothill? Is convenience to commuters, many of whom do not live in Corona, more important than the health and property values of your voting constituents?

We ask that you deny the application for a cell phone tower near 3298 Skyline Drive.

Respectfully,

Michael and Violeta Shay  
3384 Amethyst Street  
Corona, CA 92882

[Sent from Yahoo Mail on Android](#)

## Sandra Yang

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**From:** ian.atkins@verizon.com  
**Sent:** Wednesday, October 4, 2017 1:37 PM  
**To:** Dick Haley; Yolanda Carrillo; Sandra Yang; Karen Spiegel; Kirk Bennett  
**Subject:** Renegade Towers - Skyline Dr. Corona CA 92882

Ms. Carrillo

RE: Renegade Towers - Skyline Dr. Corona CA 92882

I'd like to bring to your attention reasonable concerns that should support the denial of the building permit requested by Renegade Towers LLC for a cell phone tower proposed on Skyline Dr., Corona CA 92882.

1. Erecting a 70' tower would ruin the character of this great Corona neighborhood; let's keep Skyline Dr. aesthetically intact with its scenic views for hundreds of yearly walkers, hikers and bikers as they enter Cleveland National Forest.
2. The FCC has ruled that, in order for a person to be endangered by cell phone RF, they would have to remain at the height of the antenna. Since the homes on Amethyst St., Amethyst Cir., Onyx Cir. and Elysia St. are built at a 50' elevation from Skyline Dr., the homeowners will be in direct line-of-sight of the antenna and at risk of RF transmission. This has the potential of a class action against the city.
3. The close proximity of the tower to homes and neighborhoods would be an intrusion into the privacy of the residents. Workers performing routine maintenance would have direct visibility into homes. This maintenance brings work crews, trucks with lifts, radios, lights and noise that will affect many neighbors.
4. Reduction in property values is not good for home owners, nor the City of Corona.
5. In 2005, the residents of Douglas Way, Corona brought forth similar causes for concern that ultimately lead to that cell tower project being cancelled.

The neighborhood greatly appreciates your support and guidance for the City Council to suspend this project indefinitely.

Ian Atkins  
714-624-1369

**From:** M. Khan <mdkhan11@yahoo.com>  
**Sent:** Thursday, October 5, 2017 9:45 AM  
**To:** Sandra Yang  
**Subject:** Fw: Opposition to Renegade Proposed Cell Tower in Corona

Dear Sir/Madam, I am writing to inform you that Renegade Tower LLC is planning to install a Cell Tower at Skyline and Chase street. I am the resident of 3482 Amethyst Circle and I fully oppose to the installation of the Cell Tower in my neighborhood. I am very concerned with the idea of having a Cell Tower in my neighborhood as it poses serious health and environmental risks.

Few years back my mother was diagnosed with Bradycardia and she was implanted with cardiac assisting device called Pacemaker. The Pacemaker was implanted to regulate the beating of her heart and she was told to avoid being close to devices such as cell phones, microwaves, scanners and other mechanical and electrical equipment that generate radio frequencies.

According to the Boston Scientific and Guidant Corporation, two major manufacturers of ICDs and pacemakers, electrical and radio communication devices causes harmful interference with ICD's and Pacemakers. They have stated that Electrical and Radio communication devices are potentially hazardous for those people who have an implanted ICD or Pacemakers. Therefore, I am very worried about the exposure of electromagnetic fields from the planned cell tower installation close to my house by Renegade Company. The magnetic fields and strongly emitting radio



frequencies from Cell tower may inactivate and or make the Pacemaker to operate improperly.

Not only the proposed Cell tower poses threat to the health of my family but it also poses great threat to the beautiful environment we enjoy. Below is a link to the letter issued by the United States Department of Interior that addresses the damage causes by Cell Towers to the environment.

[https://www.ntia.doc.gov/files/ntia/us\\_doi\\_comments.pdf](https://www.ntia.doc.gov/files/ntia/us_doi_comments.pdf)

I sincerely request and hope that the City of Corona cares about its residents and look into the best interest of its residents.

I look forward to receiving a hopeful response.

Regards,

Mohammad Khan  
3482 Amethyst Circle  
Corona, CA 92882  
C. [310.849.2151](tel:310.849.2151)  
H. [951.272.6181](tel:951.272.6181)

## Sandra Yang

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**From:** Sandra Yang  
**Sent:** Friday, October 6, 2017 8:22 AM  
**To:** mvshay@yahoo.com  
**Subject:** RE: Proposed cell phone tower on Skyline Drive

Mr. and Mrs. Shay:

We have received your email. Regarding the General Plan and zoning, the Corona Municipal Code currently allows wireless telecommunications facilities to be established in any zone in the city as long as the developer goes through the city's entitlement process and obtains approval of a conditional use permit which is subject to the review of the city's Planning Commission. He has yet to submit an application at this point. You will have an opportunity to voice your concerns further as he formally goes through the process.

Sincerely,

**Sandra Yang**  
**Associate Planner**  
CITY OF CORONA  
Community Development Dept. - Planning Division  
Phone: (951)736-2262  
Direct: (951)279-3553  
Email: [Sandra.Yang@CoronaCA.gov](mailto:Sandra.Yang@CoronaCA.gov)  
Website: [www.CoronaCA.gov](http://www.CoronaCA.gov)



**From:** Michael Shay [<mailto:mvshay@yahoo.com>]  
**Sent:** Thursday, October 5, 2017 9:48 PM  
**To:** Sandra Yang <[Sandra.Yang@CoronaCA.gov](mailto:Sandra.Yang@CoronaCA.gov)>  
**Subject:** Proposed cell phone tower on Skyline Drive

Dear Sandra Yang,

We would like to first thank you for having the vendor for the proposed cell phone tower on Skyline Drive present to the community prior to submitting their application.

As the vendor may have already communicated to you, we, along with several other residents affected by this proposed cell phone tower, are against this plan. This cell phone tower came as a complete surprise as Section B4 of the General Plan created 8/7/2014 shows the lot in question as having been zoned for low density residential development. We don't understand how a cell phone tower qualifies as low density residential development.

We purchased our property on Amethyst Street in 2010 specifically because it is far away from power lines, it has an unobstructed view from the backyard, and it should appreciate in value. We then invested substantially in this property with the expectation that the General Plan would not be changed to allow commercial operations in the middle of a residential area. Now we are being confronted with a giant structure that will obstruct our view, threaten the health of our family, and

lower our home's resale value, for a service that our community doesn't need or want. We and our neighbors have Wi-Fi and use it to connect to our cell phones while at home. Who is this cell phone tower really meant to serve? Maybe the people commuting on Foothill? Is convenience to commuters, many of whom do not live in Corona, more important than the health and property values of your voting constituents?

We ask that you deny the application for a cell phone tower near 3298 Skyline Drive.

Respectfully,

Michael and Violeta Shay  
3384 Amethyst Street  
Corona, CA 92882

[Sent from Yahoo Mail on Android](#)



## Sandra Yang

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**From:** S. Wadhwani <sumanth.wadhwani@gmail.com>  
**Sent:** Monday, December 17, 2018 8:33 AM  
**To:** sandrayang@coronaca.gov; Sandra Yang  
**Cc:** Jason Scott; Jim Steiner; Yolanda Carrillo; Jacque Casillas; Wes Speake  
**Subject:** Renegade Towers cell-site: Skyline project

Respected mayor, vice mayor, City Council and Senior planner;

Advanced wishes for a Merry Christmas and happy New Year.

In Fall of 2017 the residents nearby Skyline Drive attended and voice their opposition to the cell site opposed by Renegade Towers LLC. The residents attended the infrastructure meeting in November 2017 where we were shown a tremendous amount of support and it was stated that the planning Personnel did not support this project.

The residents received another letter after Thanksgiving this year for another community meeting with Renegade Towers. My understanding is that the process is not fully completed and the project still stands a chance of moving forward.

I would like to continue voicing opposition to this project for the following reasons:

Out of character for the surrounding community: the 70 + foot cell site facility will stand out as an eyesore in an area surrounded by homes and very well Essie hiking destination with natural Scenic views.

Implicit cost two surrounding homes &

Disproportionate benefit to those outside of the community: the site comes at a cost to those homes directly in its path of view. We the residents have expressed that we do not personally benefit from increased cell phone coverage in the area due to sufficient cell coverage within our homes. The benefit is to other's not within the residential area and to the owner of the property in question.

A lack of proposed alternate locations

Availability of less intrusive 5 G technology: there are potentially several other locations alongside the Foothill extension that can be explored for strategic placement that is less intrusive to the community and that will Foster a positive image of the city of Corona planning and concern for communities.

The currently proposed project location does not demonstrate Proper community planning and placement around existing community and safeguarding nearby Community interests.

I enjoy living in this city specifically around Skyline Trail because it is blessed with beautiful Scenic views. I also strongly believe that there are other options to the placement of the cell site that can be beneficial but yet respectful to the nearby community and its residents.

I strongly urge the city council and planning department to consider alternatives within reasonable capability for proper placement around and to safeguard already existing Community and community interest.

The future will require a lot of proactive planning around existing community to avoid haphazard out of character placement and a planning of communities around technology infrastructure needs rather than the reverse.

Sincerely,  
Sumanth Wadhwani  
3461 Amethyst Circle  
Corona

## Sandra Yang

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**From:** Michael Shay <mshay001@gmail.com>  
**Sent:** Tuesday, December 18, 2018 9:42 PM  
**To:** sandrayang@coronaca.gov; Sandra Yang  
**Cc:** Jason Scott; Jim Steiner; Yolanda Carrillo; Wes Speake  
**Subject:** Opposition to Renegade Tower's application for a conditional use permit for a cell phone tower on Skyline Drive

Dear Sandra Yang,

We would like to first thank you for having the developer of the proposed cell phone tower on Skyline Drive present to the community again.

We, along with other residents in the affected area, are against the solution proposed by Renegade Towers to build a cell phone tower on Skyline Drive. The solution proposed by Renegade Towers provides little benefit and comes at a great cost to those living in the Emerald Crest neighborhood. Furthermore, we believe there are better solutions available to meet the needs of the City of Corona.

Renegade Towers has suggested that their solution will serve the community by providing coverage to First Responders. However, the proposed cell phone tower won't solve the problem of poor cell phone service along Foothill Parkway between Skyline Drive and Paseo Grande: at the meeting with Renegade on November 29, 2018, the representative from Renegade stated that the surrounding hills will absorb much of the signal produced by the proposed cell phone tower.

This means:

a.) Because the tower will be located in a low-elevation, valley-like location, any additional coverage provided to First Responders and hikers will be very limited:

-First Responders, commuters, and hikers on Foothill Pkwy. between W. Chase Dr. and Paseo Grande will continue to have poor cell phone service.

-Hikers in Hagador Canyon south of Burrero Way will continue to have poor cell phone service.

-Hikers in the mountains of that area of the Cleveland National Forest will continue to have poor cell phone service.

b.) Additional cell phone towers will still have to be built along Foothill Parkway to provide coverage between W. Chase Dr. and Paseo Grande.

-At the meeting with the developer on November 29, 2018, the developer stated that more towers would have to be built along Foothill Parkway.

c.) The large, unsightly cell phone towers will conflict with the City's goal of promoting Skyline Trail as a destination for visitors:

-At the City Council meeting on May 3, 2017, members of the City Council verbally stated a goal of promoting the Skyline Trail as a destination for visitors (this goal was the justification for the City's approval of parking spaces and parking lots along Foothill Parkway).

--These additional towers will conflict with that goal since they will obstruct the natural beauty of the area; hikers and other outdoor enthusiasts trying to enjoy nature will instead be confronted with massive cell phone towers.

d.) The proposed cell phone tower does not match Corona's image as an innovative, technologically-advanced city:

-Not only are large cell phone towers an eyesore, they are also a technology that is becoming outdated. There is a strong trend away from large cell phone towers. For example, Anaheim, San Francisco, and other cities are deploying



other solutions such as Small Cells (also known as "micro cells", duffel-bag sized mini-towers that can be installed on street lights and traffic signals).

There are better options available such as:

a.) Installing Small Cells along Foothill Parkway. This option would meet the needs of First Responders, not have a significant impact to the resident's health, views, or property values, and leave the hills undisturbed. Micro Cells are a proven technology that have the added benefit of generating revenue for the City since these small cells would be installed on top of traffic signals and streetlights.

b.) There are hilltop lots available along Foothill Parkway. For example, the owner of Quality Growers (a plant nursery on Foothill) has sent us an email stating that he is interested in speaking with cell phone tower developers about leasing some of his space for a cell phone tower. A hilltop cell phone tower would provide a wider range of coverage, thereby reducing the number of towers needed along Foothill. A hilltop cell phone tower have the added benefit of not negatively impacting residents' health, views, or property values, since there are no homes near the hilltops.

The official Minutes from the November 1, 2017, Infrastructure Meeting stated that the proposed cell phone tower is out-of-character with the surrounding area. Section B4 of the General Plan created on August 7, 2014 shows the lot in question as having been zoned for low density residential development. When we purchased our home on Amethyst Street in 2010, we took into consideration that the lot in question was vacant and while something residential could be built on the lot in the future, there would not be any commercial development. We specifically looked for a completely residential area, with an unobstructed view of mountains and hills from the backyard.

Thinking that there was no reason that the area's zoning would be changed to allow commercial operations in the middle of our neighborhood, we invested substantially in our home. For example, we spent \$60,000 on a 700 square foot balcony. We consider the presence of this cell phone tower such a risk to our family that it will force us to sell our home.

We would also like to add that the cell phone tower would not be placed here for our benefit. We have lived on Amethyst Street since 2010 and have been able to make and receive cell phone calls from our home. We have also had First Responders and various vendors make and receive calls from our home. This causes us to wonder, Who is this cell phone tower really meant to serve? The commuters that will get maybe an additional small fraction of a mile of coverage on Foothill or Chase? The hikers that will only have coverage prior to getting into the mountains? Again, the benefits are minimal while it comes with a great financial and health risk to us.

With this in mind, we ask that you deny the application by Renegade Towers for a conditional use permit for a cell phone tower near 3298 Skyline Drive.

Respectfully,

Michael and Violeta Shay  
3384 Amethyst Street  
Corona, CA 92882

**Sandra Yang**

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**From:** Joanne Coletta  
**Sent:** Wednesday, December 19, 2018 7:48 AM  
**To:** Sandra Yang  
**Subject:** FW: Renegade Towers cell-site: Skyline project

fyi

**From:** S. Wadhwani <[sumanth.wadhwani@gmail.com](mailto:sumanth.wadhwani@gmail.com)>  
**Sent:** Tuesday, December 18, 2018 6:40 PM  
**To:** Yolanda Carrillo <[Yolanda.Carrillo@CoronaCA.gov](mailto:Yolanda.Carrillo@CoronaCA.gov)>; Joanne Coletta <[Joanne.Coletta@CoronaCA.gov](mailto:Joanne.Coletta@CoronaCA.gov)>; [sandrayang@coronaca.gov](mailto:sandrayang@coronaca.gov); [sandrayang@ci.corona.ca.us](mailto:sandrayang@ci.corona.ca.us)  
**Subject:** Fwd: Renegade Towers cell-site: Skyline project

Kindly file this copy instead due to corrected typos

Thanks again.

----- Forwarded message -----

**From:** S. Wadhwani <[sumanth.wadhwani@gmail.com](mailto:sumanth.wadhwani@gmail.com)>  
**Date:** Mon, Dec 17, 2018, 8:32 AM  
**Subject:** Renegade Towers cell-site: Skyline project  
**To:** <[sandrayang@coronaca.gov](mailto:sandrayang@coronaca.gov)>, <[sandra.yang@ci.corona.ca.us](mailto:sandra.yang@ci.corona.ca.us)>  
**Cc:** <[Jason.Scott@coronaca.gov](mailto:Jason.Scott@coronaca.gov)>, <[Jim.Steiner@coronaca.gov](mailto:Jim.Steiner@coronaca.gov)>, <[Yolanda.Carrillo@coronaca.gov](mailto:Yolanda.Carrillo@coronaca.gov)>, <[Jacque.Casillas@coronaca.gov](mailto:Jacque.Casillas@coronaca.gov)>, <[Wes.Speake@coronaca.gov](mailto:Wes.Speake@coronaca.gov)>

Respected mayor, vice mayor, City Council and Senior planner;

Advanced wishes for a Merry Christmas and happy New Year.

In Fall of 2017 the residents nearby Skyline Drive attended and voiced their opposition to the cell site proposed by Renegade Towers LLC. The residents attended the infrastructure meeting in November 2017 where we were shown a tremendous amount of support and it was stated that the planning Personnel did not support this project.

The residents received another letter after Thanksgiving this year for another community meeting with Renegade Towers. My understanding is that the process is not fully completed and the project still stands a chance of moving forward.

I would like to continue voicing opposition to this project for the following reasons:

Out of character for the surrounding community: the 70 + foot cell site facility will stand out as an eyesore in an area surrounded by homes and very well known as a hiking destination with natural Scenic views.

Implicit cost to surrounding homes &

Disproportionate benefit to those outside of the community: the site comes at a cost to those homes directly in its path of view. We the residents have expressed that we do not personally benefit from increased cell phone coverage in the area due to sufficient cell coverage within our homes. The benefit is to other's not within the residential area and to the owner of the property in question.

A lack of proposed alternate locations

Availability of less intrusive 5 G technology: there are potentially several other locations alongside the Foothill extension that can be explored for strategic placement that is less intrusive to the community and that will foster a positive image of the city of Corona planning and concern for communities.

The currently proposed project location does not demonstrate proper community planning and placement around existing community and safeguarding nearby Community interests.

I enjoy living in this city specifically around Skyline Trail because it is blessed with beautiful Scenic views. I also strongly believe that there are other options to the placement of the cell site that can be beneficial but yet respectful to the nearby community and its residents.

I strongly urge the city council and planning department to consider alternatives within reasonable capability for proper placement around and to safeguard already existing Community and community interest.

The future will require a lot of proactive planning around existing community to avoid haphazard out of character placement and a planning of communities around technology infrastructure needs rather than the reverse.

Sincerely,  
Sumanth Wadhwani  
3461 Amethyst Circle  
Corona



## Sandra Yang

---

**From:** Michael Shay <mshay001@gmail.com>  
**Sent:** Tuesday, December 18, 2018 9:42 PM  
**To:** sandrayang@coronaca.gov; Sandra Yang  
**Cc:** Jason Scott; Jim Steiner; Yolanda Carrillo; Wes Speake  
**Subject:** Opposition to Renegade Tower's application for a conditional use permit for a cell phone tower on Skyline Drive

Dear Sandra Yang,

We would like to first thank you for having the developer of the proposed cell phone tower on Skyline Drive present to the community again.

We, along with other residents in the affected area, are against the solution proposed by Renegade Towers to build a cell phone tower on Skyline Drive. The solution proposed by Renegade Towers provides little benefit and comes at a great cost to those living in the Emerald Crest neighborhood. Furthermore, we believe there are better solutions available to meet the needs of the City of Corona.

Renegade Towers has suggested that their solution will serve the community by providing coverage to First Responders. However, the proposed cell phone tower won't solve the problem of poor cell phone service along Foothill Parkway between Skyline Drive and Paseo Grande: at the meeting with Renegade on November 29, 2018, the representative from Renegade stated that the surrounding hills will absorb much of the signal produced by the proposed cell phone tower.

This means:

a.) Because the tower will be located in a low-elevation, valley-like location, any additional coverage provided to First Responders and hikers will be very limited:

-First Responders, commuters, and hikers on Foothill Pkwy. between W. Chase Dr. and Paseo Grande will continue to have poor cell phone service.

-Hikers in Hagador Canyon south of Burrero Way will continue to have poor cell phone service.

-Hikers in the mountains of that area of the Cleveland National Forest will continue to have poor cell phone service.

b.) Additional cell phone towers will still have to be built along Foothill Parkway to provide coverage between W. Chase Dr. and Paseo Grande.

-At the meeting with the developer on November 29, 2018, the developer stated that more towers would have to be built along Foothill Parkway.

c.) The large, unsightly cell phone towers will conflict with the City's goal of promoting Skyline Trail as a destination for visitors:

-At the City Council meeting on May 3, 2017, members of the City Council verbally stated a goal of promoting the Skyline Trail as a destination for visitors (this goal was the justification for the City's approval of parking spaces and parking lots along Foothill Parkway).

--These additional towers will conflict with that goal since they will obstruct the natural beauty of the area; hikers and other outdoor enthusiasts trying to enjoy nature will instead be confronted with massive cell phone towers.

d.) The proposed cell phone tower does not match Corona's image as an innovative, technologically-advanced city:

-Not only are large cell phone towers an eyesore, they are also a technology that is becoming outdated. There is a strong trend away from large cell phone towers. For example, Anaheim, San Francisco, and other cities are deploying

other solutions such as Small Cells (also known as "micro cells", duffel-bag sized mini-towers that can be installed on street lights and traffic signals).

There are better options available such as:

a.) Installing Small Cells along Foothill Parkway. This option would meet the needs of First Responders, not have a significant impact to the resident's health, views, or property values, and leave the hills undisturbed. Micro Cells are a proven technology that have the added benefit of generating revenue for the City since these small cells would be installed on top of traffic signals and streetlights.

b.) There are hilltop lots available along Foothill Parkway. For example, the owner of Quality Growers (a plant nursery on Foothill) has sent us an email stating that he is interested in speaking with cell phone tower developers about leasing some of his space for a cell phone tower. A hilltop cell phone tower would provide a wider range of coverage, thereby reducing the number of towers needed along Foothill. A hilltop cell phone tower have the added benefit of not negatively impacting residents' health, views, or property values, since there are no homes near the hilltops.

The official Minutes from the November 1, 2017, Infrastructure Meeting stated that the proposed cell phone tower is out-of-character with the surrounding area. Section B4 of the General Plan created on August 7, 2014 shows the lot in question as having been zoned for low density residential development. When we purchased our home on Amethyst Street in 2010, we took into consideration that the lot in question was vacant and while something residential could be built on the lot in the future, there would not be any commercial development. We specifically looked for a completely residential area, with an unobstructed view of mountains and hills from the backyard.

Thinking that there was no reason that the area's zoning would be changed to allow commercial operations in the middle of our neighborhood, we invested substantially in our home. For example, we spent \$60,000 on a 700 square foot balcony. We consider the presence of this cell phone tower such a risk to our family that it will force us to sell our home.

We would also like to add that the cell phone tower would not be placed here for our benefit. We have lived on Amethyst Street since 2010 and have been able to make and receive cell phone calls from our home. We have also had First Responders and various vendors make and receive calls from our home. This causes us to wonder, Who is this cell phone tower really meant to serve? The commuters that will get maybe an additional small fraction of a mile of coverage on Foothill or Chase? The hikers that will only have coverage prior to getting into the mountains? Again, the benefits are minimal while it comes with a great financial and health risk to us.

With this in mind, we ask that you deny the application by Renegade Towers for a conditional use permit for a cell phone tower near 3298 Skyline Drive.

Respectfully,

Michael and Violeta Shay  
3384 Amethyst Street  
Corona, CA 92882

## Sandra Yang

---

**From:** Michael Shay <mshay001@gmail.com>  
**Sent:** Wednesday, January 2, 2019 10:12 PM  
**To:** Jason Scott; Jim Steiner; Wes Speake  
**Cc:** Sandra Yang; e2atkins@gmail.com; sumanth.wadhwani@gmail.com  
**Subject:** Infrastructure Committee mtg on 1/9: Signed Petitions against proposed cell phone tower for Skyline Drive  
**Attachments:** skyline\_cell\_petition\_2018.pdf

Dear Honorable Mayor Scott, Mr. Speake, and Vice Mayor Steiner,

Attached you will find a copy of the petition we dropped-off at the Community Development Department at City Hall on 12/28/2018 and 01/02/2019. The petition we dropped-off included 16 pages of signatures which we can provide (if they haven't already been provided to you). These petitions were signed to voice opposition to the proposed cell phone tower for Skyline Drive that will be discussed in the January 9th Infrastructure Meeting. The petitions have been signed by many residents of Amethyst Street and the surrounding area. In the petition, we have explained our reasons for opposing the cell phone tower and we have provided suggested alternatives that, we believe, would better serve the community without the negative impact that the current proposal poses to our neighborhood.

We would also like to communicate that the alternatives we have proposed are not just speculative. We have contacted the owner of Quality Growers and he has stated that he would be interested in leasing part of his land for the cell phone tower. We also have a contact at Crown Castle that has stated that a small cell solution (duffel-bag-sized "mini" cell phone towers) along Foothill is a viable option and would be willing to develop such a plan if this proposed cell phone tower does not move forward. If you are interested in either alternative, we can provide you and your staff with that support.

Thank you in advance for listening to the concerns of your constituents.

Regards,

Michael and Violeta Shay  
(on behalf of the concerned residents of Amethyst St and surrounding area)



Petition to the Corona, California City Council, Planning and Housing Commission, and  
Infrastructure Committee

Conditional use permits are being sought for a cell phone tower (also known as a “cell phone base station”, “wireless communications tower” or “cell phone base tower”) near 3298 Skyline Drive in Corona, California.

We, the undersigned, oppose the construction of this cell phone tower due to the following significant risks that it presents to our community:

1. It will put our health at risk:
  - Pacemaker users: Cell phone towers present a health risk to pacemaker users<sup>1</sup>. There are at least two pacemaker users who live near the planned cell phone tower:
    - One pacemaker user is a young child.
    - One pacemaker user is an elderly person.
2. It will reduce the property values of our homes:
  - Studies have shown decreases in price of 7% - 21% for homes within 330 yards/300 meters of a cell phone tower<sup>2</sup>. There are approximately 154 homes in a 330 yard/300 meter radius of the site<sup>3</sup>.
  - The cell phone tower will have to be disclosed to potential buyers, even if it is disguised<sup>4</sup>.
  - These home buyers will then search the internet and learn the risks posed by cell phone towers.
  - These home buyers will realize that they will be impacted:
    - The transmitters of the cell phone tower will be pointed directly at the homes on Amethyst<sup>5</sup>.
    - The transmitters of the cell phone tower will be level with the first floors of these homes<sup>5</sup>.
    - Home buyers outside of Amethyst will also learn that they will be in the impacted area.
  - There are 13 homes on Amethyst that will suffer the largest drop in property value, since the cell phone tower will be directly behind the backyards of these homes<sup>6</sup>.
3. It will obstruct our heretofore clear views of the mountains and hillsides:
  - The cell phone tower in question will be 76 feet tall<sup>7</sup>.
    - The homes to the east of Skyline Drive will have their view of the mountains obstructed.
    - The homes to the west of Skyline Drive will have their view of the hillside above Skyline Drive obstructed.
  - This means that our homes will suffer two (2) decreases in property value:
    - Decrease #1: Property value will decrease due to the proximity to the cell phone tower.
    - Decrease #2: Property value will decrease due to our heretofore unobstructed view becoming obstructed.
4. It will be a large commercial structure in the middle of a residential area.
  - The lot in question is zoned for low-density residential development<sup>8</sup>. The surrounding lots are also zoned for low-density residential development.
  - The properties to the west of Skyline Drive, including the homes adjacent to the lot for the planned cell phone tower, are ranches<sup>9</sup>. A cell phone tower will be out-of-character with these ranches.

We also oppose the cell phone tower since it will not improve our ability to make or receive calls. We use wifi to make or receive calls from our cell phones while at home.

Due to the aforementioned risks, we, the undersigned, strongly recommend that the City Council, Planning and Housing Commission, and Infrastructure Committee deny the conditional use permit, and any other permits, authorizations, or approvals, for a cell phone tower near 3298 Skyline Drive in Corona, California.



**Petition to the Corona, California City Council, Planning and Housing Commission, and  
Infrastructure Committee**

**Notes**

1 – An email explaining the risk that cell phone towers present to pacemaker users has been sent to the City, by one of the residents who lives with one of the pacemaker users in question.

2 – The 21% decrease in property value:

[http://www.pres.net/papers/Bond\\_Squires\\_Using\\_GIS\\_to\\_Measure.pdf](http://www.pres.net/papers/Bond_Squires_Using_GIS_to_Measure.pdf):

Page 4, Section 2.3, second paragraph

A 15% decrease in property value was found by a different study; these results can be found in the same document on Page 4, Section 2.4, second paragraph

The 7% decrease in property value:

<http://www.ic.gc.ca/eic/site/smt-gst.nsf/eng/sf08353.html>, Section C, final paragraph

3 – Refer to Appendix B for a map showing the homes within 330 yards/300 meters of the planned cell phone tower.

4 – The cell phone tower would be an environmental risk. Environmental risks must be disclosed on page 5 of the State of California's Disclosures in Real Property Transactions form. <http://www.dre.ca.gov/files/pdf/re6.pdf>

5 – In the meeting on Saturday, September 30, 2017, the staff from Renegade Towers stated these facts about the positioning of the transmitters and the height at which the transmitters would be positioned.

6 – Refer to Appendix D for a photograph showing the proximity of the homes to the cell phone tower. The photograph was taken at the fence of the lot on which the planned cell phone tower is to be built.

7 – The height of the planned tower is taken from the illustration of the planned cell phone tower in the documents distributed by Renegade Towers in meeting on Saturday, September 30, 2017. A scan of this page of the handout can be found in Appendix C.

8 – City of Corona General Plan, Section B3. <https://www.coronaca.gov/home/showdocument?id=218>

9 – Refer to the satellite photograph on the next page to see the ranches.







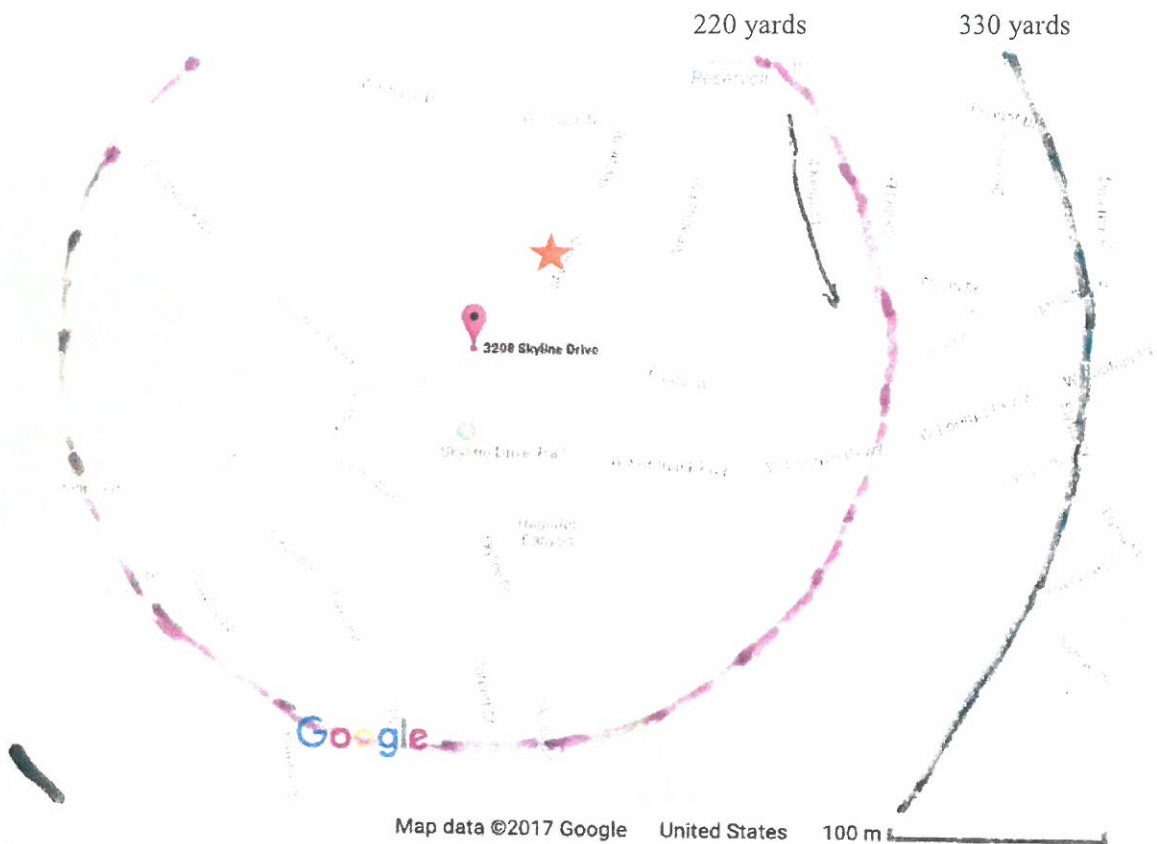
Petition to the Corona, California City Council, Planning and Housing Commission, and  
Infrastructure Committee

Appendix B – Map showing homes within a 220 yard/200 meter radius and a 330 yard/300 meter radius

★ = Approximate location of planned cell phone tower

Reddish-Purple line: 220 yard/200 meter radius of the planned cell phone tower. There are approximately 97 homes within this radius<sup>1</sup>.

Black line: 330 yard/300 meter radius of the planned cell phone tower. There are approximately 154 homes within this radius<sup>2</sup>.



Source of image: Scan of printout of Google map. Printout printed on 10/8/2017.

Notes

1 – Impact of cell phone towers on property values within a 220 yard/200 meter radius:

[http://www.prrs.net/papers/Bond\\_Squires\\_Using\\_GIS\\_to\\_Measure.pdf](http://www.prrs.net/papers/Bond_Squires_Using_GIS_to_Measure.pdf):

Page 11, first paragraph

2 – Impact of cell phone towers on property values within a 330 yard/300 meter radius:

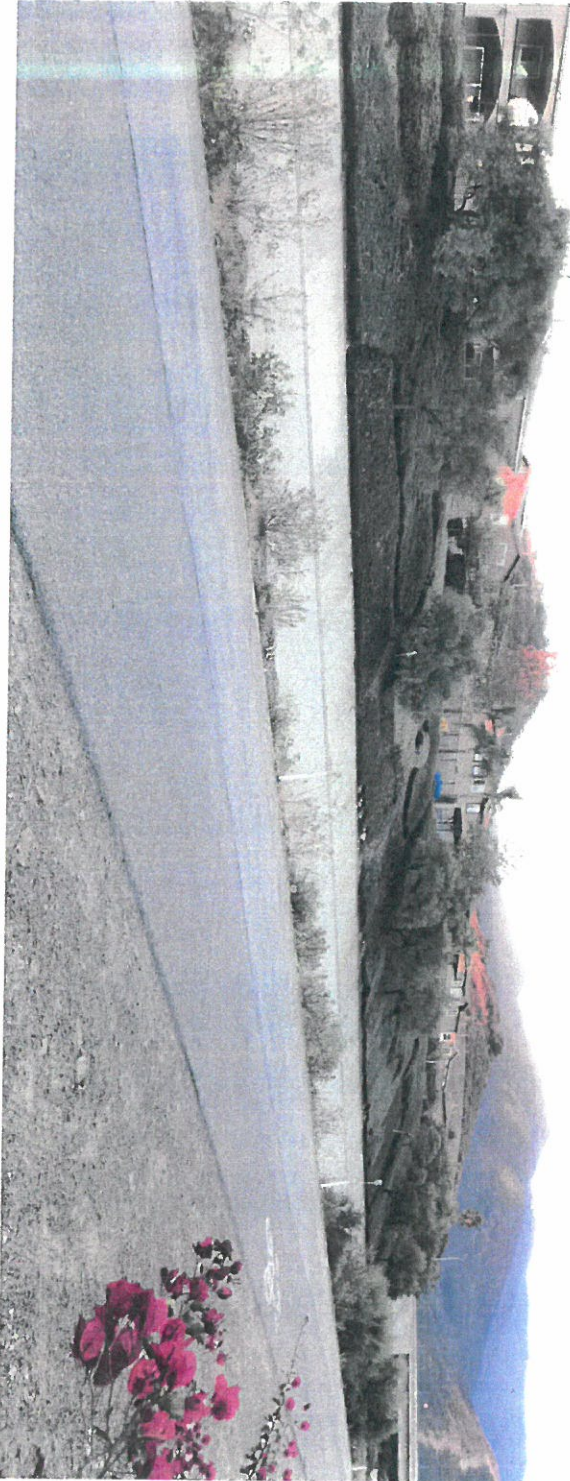
[http://www.prrs.net/papers/Bond\\_Squires\\_Using\\_GIS\\_to\\_Measure.pdf](http://www.prrs.net/papers/Bond_Squires_Using_GIS_to_Measure.pdf):

Page 7, Section 2.5.4, first paragraph



Petition to the Corona, California City Council, Planning and Housing Commission, and  
Infrastructure Committee

Appendix D – Photo showing proximity of homes to site of planned cell phone tower





Petition to the Corona, California City Council, Planning and Housing Commission, and  
Infrastructure Committee

[illegible]

Petition to the Corona, California City Council, Planning and Housing Commission, and  
Infrastructure Committee

[illegible]

Petition to the Corona, California City Council, Planning and Housing Commission, and  
Infrastructure Committee

Name	Address	Phone or E-mail	Date
Denice Valdez	3290 Mangular	denicev@sbcglobal.net	10/28/17
Kara Bowen	3290 Mangular	k-m-bowen@sbcglobal.net	10/28/17
Justin Bowen	3290 Mangular	j-a-bowen@sbcglobal.net	10/28/17
George Valdez	3290 Mangular	teewindows@aol.com	10/28/17
Christina Villegas	3295 Mangular	crvilleg555@gmail.com	10/29/17
Sonia Villegas	3295 Mangular	sonia@sky-rider.com	10/29/17
Maria S Villegas	11	977-739-0968	10/29/17
Marta Villegas	11	Marta@sky-rider.com	10/29/17
Ana Torres	740 View Ln	anatorres.bebe@gmail.com	10-29-17
Lervando Torres	11	ltorres65@carr.com	10/29/17
Marion Smith	3291 Mangular	marions663@aol	10/29/17
Heather Flexman	3291 Mangular Ave	flexman5@sbcglobal	10/29/17



Petition to the Corona, California City Council, Planning and Housing Commission, and  
Infrastructure Committee

Name	Address	Phone or E-mail	Date
Marcos Cortez	1345 Elysia <sup>st</sup>	951-264-0308	10/29/17
Coco Cortez	1345 Elysia <sup>st</sup>	951-533-2189	10/29/17
Gloria Gutierrez	1345 Elysia <sup>st</sup>	951-756-5625	10/29/17
Jose Gutierrez	1345 Elysia <sup>st</sup>	951-750-4121	10/29/17
Angela Cortez	1345 Elysia <sup>st</sup>	951-218-0842	10/29/17
Ruby Miranda	1345 Elysia	951-742-3964	10/29/17
Oscar Miranda	1345 Elysia	951-756-3129	10/29/17

Petition to the Corona, California City Council, Planning and Housing Commission, and  
Infrastructure Committee

[illegible]

Petition to the Corona, California City Council, Planning and Housing Commission, and  
Infrastructure Committee

[illegible]



**Petition to the Corona, California City Council, Planning and Housing Commission, and  
Infrastructure Committee**

[illegible]

Petition to the Corona, California City Council, Planning and Housing Commission, and  
Infrastructure Committee

[illegible]

Petition to the Corona, California City Council, Planning and Housing Commission, and Infrastructure Committee

[illegible]



Petition to the Corona, California City Council, Planning and Housing Commission, and  
Infrastructure Committee

Name	Address	Phone or E-mail	Date
GABRIELLE SANTOS	3681 Logan Cir Corona, CA 92882	gabby.msantos13@gmail.com	10/27/17
NOLITA CANLAS	4524 Pampyloyle Corona, CA 92882	760-567-6414 nolita@comcast.net	10/27/17
Hedeliza Ogoc	6125 Rosewood Way Eastvale, CA 92880	hedeliza@yahoo.com	10-27-17
Guiselle Gomez	3190 Puerta Del Corona CA 92882	951-547-9899 hcaledyga@net	10/27/17
LISA GIANNAPUTO	15930 Symphony Fontana, CA 92336	708-833-1433 Lisa@52679@yahoo.com	10/27/17
S. C. Roberts	1475 Pineview Corona CA 92801	761-936-9910	10/28/17
ASHLEIGH VATES	2 Papette Cir Ladera Ranch, CA	714 794 4527	10/28/17
Lindsey Maldonado	16274 Crescent Moon Riverside 92503	714 402 8072	10/28/17
Genea Snider	27845 Seneca Ct Men. Fee, CA 92585	760-473-4948	10/28/17
Kelly Roberts	14591 Riverside Dr Corona CA 92881	ksutza@yahoo.com	10/28/17
Carolyn Jackson	4074 (unplotted) Creek Road, Irvine Valley CA 92652	951-271-1485	10/28/2017
KARA HARTSOCK	3070 WILKINSON CORONA, CA 92882	714-469-5272	10/28/2017
JAMES HARTSOCK	3070 WILKINSON WAY CORONA, CA 92882	502/652 2688	10/18/2017

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Petition to the Corona, California City Council, Planning and Housing Commission, and  
Infrastructure Committee

Name	Address	Phone or E-mail	Date
Alfredo Rubio	4283 Quentin Dr.	(909) 731-0400	10/27/17
Marilyn Martinez	816 S. Sycamore Ave. Palo Alto CA 92376	909 708-6145	10/27/17
Fuente Contreras	18851 Madalena Circle	(562) 778-4795	10/27/17
Ana Martinez	25401 Yolanda Ave Moreno Valley CA 92551	951-230-2526	10-27-17
Cheyl Forte	7820 Lippizan Riv. Ca 92507	951-219-0686	10-27-17
Janet Sha	128 Iron Horse Irvine, CA 92602	510-366-2769	10/27/17
TED LEE	42403 Thoroughbred. Marietta CA 92562	951-677-4536	10/27/17
CAL MARANTZ	6250 E. Wisconsin Orange CA		
Lisa Brenenstall	13551 Dalton Corona 92883	951-674-2773	10/27/17 CORONA
Kelly Ayers	4320 Valley View Norco, CA 92860	909-816-9044	10/27/17
MUSTAFAI ANVER	12473 Mississippi Drive, Eastvale CA 91755	714-206-6711	10/27/17
Kenneth Gilcrest	8300 Martin Luther King Dr. Riverside	(909) 963-8887	10/27/17
Janet Lopez	40254 Benwood Ct Temecula 92159	760 803 2157	10/27/17
Gabe Suter	33101 Jamieson St Lake Elsinore, CA 92530	949-616-0472	10/27/17
CHONA RAMOS	857 S. SMOKEHOUSE RD. RIVERSIDE CA 92507	714 876 6242	10/27/17
Brian W. Vanderwillt	12198 Roseville Dr, Rancho Cucamonga, CA, 91739	(909)-803-8639	10/27/17

Petition to the Corona, California City Council, Planning and Housing Commission, and Infrastructure Committee

[illegible]



**Petition to the City Council, Planning and Housing Commission, and  
Infrastructure Committee of the City of Corona, California**

Renegade Towers, LLC is seeking a conditional use permit for a cell phone tower (also known as a “wireless communications tower” or “macro site”) near 3298 Skyline Drive in Corona, California.

We, the undersigned, oppose the construction of this cell phone tower because it will cause significant risks and provide little benefit to those who live near the tower. Here are our reasons:

1. The proposed cell phone tower provides little benefit to the area:

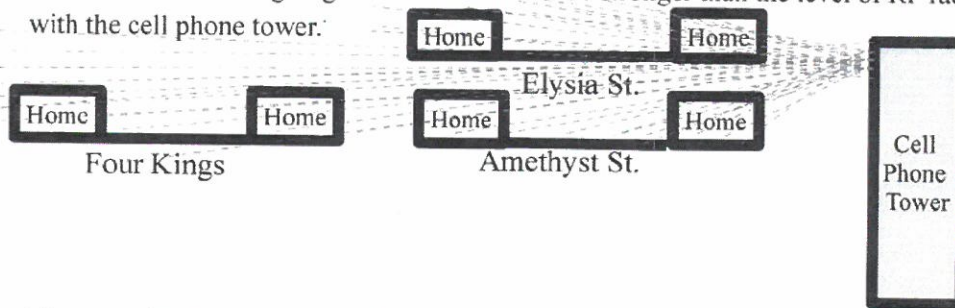
- The tower will be sited below the hills in the area. This means that the surrounding hills will absorb much of the signal produced by tower. This, in turn, reduces the purported benefit of the tower:
  - Drivers on Foothill Pkwy. between W. Chase Dr. and Paseo Grande will still have poor cell phone service.
  - Hikers on Foothill Pkwy. between W. Chase Dr. and Paseo Grande will still have poor cell phone service.
  - Hikers in Hagador Canyon south of Burrero Way will still have poor cell phone service.
  - Hikers in the mountains of the Cleveland National Forest will still have poor cell phone service.

2. The “dead zones” (of very limited or no cell phone service) on Foothill Pkwy will still be there.

- Due to the location of the tower, approximately 2.5 miles of Foothill Parkway between W. Chase Dr. and Paseo Grande would remain without coverage. This, in turn, would result in several more cell phone towers needing to be placed along Foothill Parkway to achieve the desired level of cell phone coverage.

3. The proposed tower will reduce the property values of our homes:

1. Studies have shown decreases in price of 7% - 21% for homes within 330 yards/300 meters of a cell phone tower<sup>3</sup>. There are approximately 154 homes in a 330 yard/300 meter radius of the site<sup>4</sup>.
2. Potential home buyers will search the internet and learn that the World Health Organization (WHO) has identified cell phone tower emissions as a carcinogen<sup>5</sup>.
3. These home buyers will also see that these carcinogens will be transmitted directly into the homes:
  1. The transmitters of the cell phone tower will be pointed directly at the homes on Amethyst<sup>6</sup>.
  2. The transmitters of the cell phone tower will be at a height that will transmit RF radiation into homes. The level of RF radiation going into the homes will be stronger than the level of RF radiation at ground level with the cell phone tower.



3. These carcinogens will also be transmitted into the homes in the surrounding area.

4. There are 13 homes on Amethyst that will suffer the largest drop in property value, since the cell phone tower will be directly behind the backyards of these homes<sup>7</sup>.

4. The proposed tower will put our health at risk:

- Pacemaker users: Cell phone towers present a health risk to pacemaker users<sup>1</sup>. There are at least two pacemaker users; one is a young child.
- The residents of the neighborhood east of the proposed tower will not be at ground level with this tower. Instead, residents will be level with the transmitters. This means that residents will be absorbing high levels of RF radiation all day, every day.
- Multiple studies have found that cell phone towers cause health risk.<sup>2</sup>

**Petition to the City Council, Planning and Housing Commission, and  
Infrastructure Committee of the City of Corona, California**

5. The proposed tower will obstruct our heretofore clear views of the mountains and hillsides:
- The cell phone tower in question will be 76 feet tall<sup>8</sup>.
    - The homes to the east of Skyline Drive will have their view of the mountains obstructed.
    - The homes to the west of Skyline Drive will have their view of the hillside above Skyline Drive obstructed.
  - This means that our homes will suffer two (2) decreases in property value:
    - Decrease #1: Property value will decrease due to the proximity to the cell phone tower.
    - Decrease #2: Property value will decrease due to our heretofore unobstructed view becoming obstructed.
6. The proposed tower is a large commercial structure in the middle of a residential area.
- The lot in question is zoned for low-density residential development<sup>9</sup>. The surrounding lots are also zoned for low-density residential development.
  - The properties to the west of Skyline Drive, including the homes adjacent to the lot for the planned cell phone tower, are ranches<sup>10</sup>. A cell phone tower will be out-of-character with these ranches.
7. The proposed cell phone tower will not improve our ability to make or receive calls. Residents use wifi or other solutions to make or receive calls from cell phones while at home.
8. The proposed cell phone tower is a technology that is becoming outdated and is out-of-character with Corona's image as an innovative city. There is a strong trend away from "traditional" cell phone towers, like the proposed cell phone tower. For example, Anaheim, San Francisco, and other cities are deploying other solutions such as Small Cells.

**Alternatives:**

We, the undersigned, instead propose that The City of Corona select one of these options instead:

- #1) Build the cell phone tower in a commercial lot along Foothill Parkway, such as Quality Growers Nursery. Benefits of this type of location:
  - Minimal impact to health of residents: At this location, no homes would be at the level of the transmitters.
  - Not out-of-character with the area: The property is already zoned for commercial use.
  - No obstruction of views: The tower would be on a hill.
  - Larger area of cell phone service: The signal from a tower at this location would cover at least twice the area that would be covered by the proposed site on Skyline. This, in turn, would likely reduce the number of additional towers that would be needed to be built along Foothill Parkway.
- #2) Create a more comprehensive solution that would benefit the City, its residents, and the commuters on Foothill Parkway. Specifically, we propose a Small Cell (also known as "micro cell") solution. Small Cells are a proven technology that has been implemented in other cities, including Anaheim and San Francisco. We believe Small Cells to be a better solution:
  - Revenue for the City of Corona: The city could charge rent to providers who mount Small Cells on street lights and traffic lights.
  - Aesthetics: Small Cells are about the size of a large duffel bag and could be installed atop street lights and traffic signals.
  - Reduced Health Risks: Due to their lower power consumption, the health risk to those near a small cell is significantly lower than those near a "traditional" cell phone tower.

**Conclusion:**

Due to the risks described in this petition, we, the undersigned, strongly recommend that the City Council, Planning and Housing Commission, and Infrastructure Committee deny the conditional use permit sought by Renegade Towers for a cell phone tower near 3298 Skyline Drive in Corona, California.

**Petition to the City Council, Planning and Housing Commission, and  
Infrastructure Committee of the City of Corona, California**

**Notes**

1 – An email explaining the risk that cell phone towers present to pacemaker users has been sent to the City, by one of the residents who lives with one of the pacemaker users in question.

2 – Multiple studies on the health risks caused by living in proximity to cell phone towers are listed here:  
<http://electromagnetichealth.org/wp-content/uploads/2014/07/Cell-tower-studies-re-cancer.pdf>

3 – The 21% decrease in property value: [http://www.prrs.net/papers/Bond\\_Squires\\_Using\\_GIS\\_to\\_Measure.pdf](http://www.prrs.net/papers/Bond_Squires_Using_GIS_to_Measure.pdf):  
Page 4, Section 2.3, second paragraph

A 15% decrease in property value was found by a different study; these results can be found in the same document on  
Page 4, Section 2.4, second paragraph

The 7% decrease in property value:  
<http://www.ic.gc.ca/eic/site/smt-gst.nsf/eng/sf08353.html>, Section C, final paragraph

4 – Refer to Appendix B for a map showing the homes within 330 yards/300 meters of the planned cell phone tower.

5 – The World Health Organization (WHO) has identified cell phone tower emissions as a carcinogen:  
<http://www.who.int/mediacentre/factsheets/fs193/en/>, Long Term Effects section, 4<sup>th</sup> paragraph

6 – In the meeting on Saturday, September 30, 2017, the staff from Renegade Towers stated these facts about the positioning of the transmitters and the height at which the transmitters would be positioned.

7 – Refer to Appendix D for a photograph showing the proximity of the homes to the cell phone tower. The photograph was taken at the fence of the lot on which the planned cell phone tower is to be built.

8 – The height of the planned tower is taken from the illustration of the planned cell phone tower in the documents distributed by Renegade Towers in meeting on Saturday, September 30, 2017. A scan of this page of the handout can be found in Appendix C.

9 – City of Corona General Plan, Section B3. <https://www.coronaca.gov/home/showdocument?id=218>


10 – Refer to the satellite photograph on the next page to see the ranches.



**Petition to the City Council, Planning and Housing Commission, and  
Infrastructure Committee of the City of Corona, California**

## Appendix A – Satellite View of Homes and Ranches Impacted Neighborhood

Satellite view of homes and ranches near 3298 Skyline Drive (planned site for cell phone tower):

 = Approximate location of planned cell phone tower



Source of image: Google, 10/16/2017

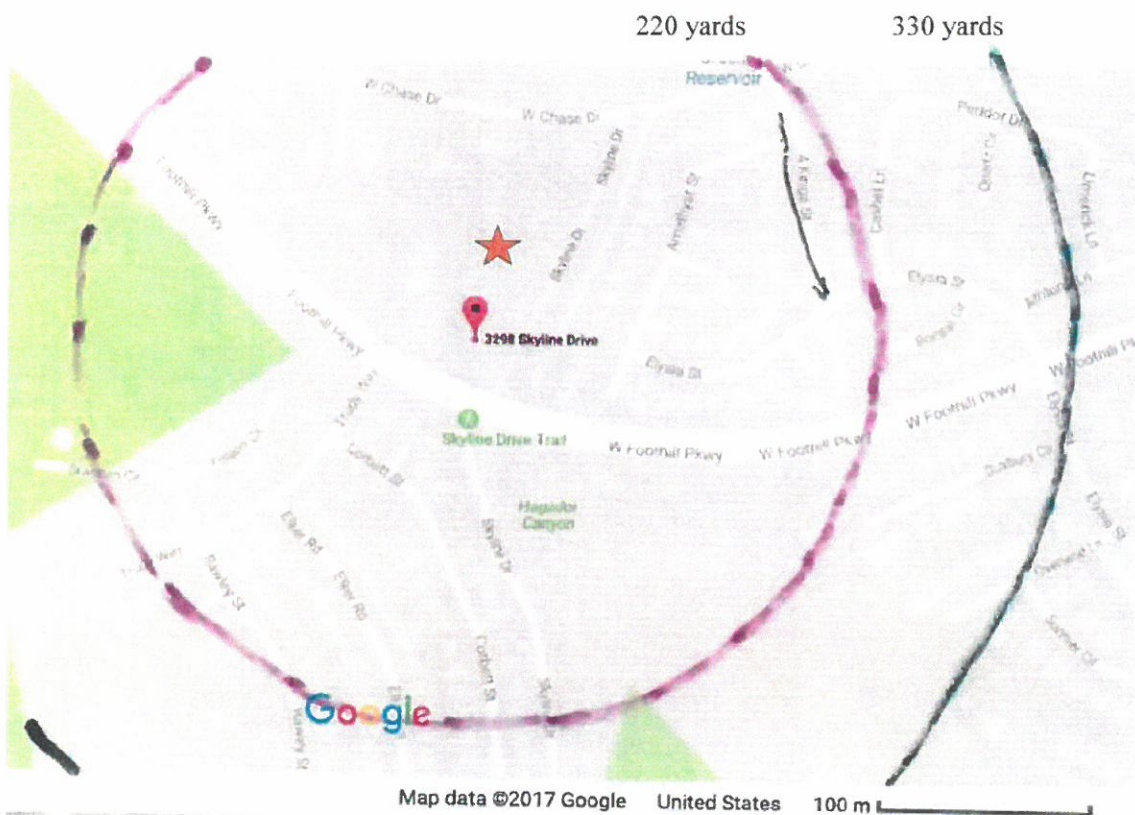
**Petition to the City Council, Planning and Housing Commission, and  
Infrastructure Committee of the City of Corona, California**

**Appendix B – Map showing homes within a 220 yard/200 meter radius and a 330 yard/300 meter radius**

★ = Approximate location of planned cell phone tower

Reddish-Purple line: 220 yard/200 meter radius of the planned cell phone tower. There are approximately 97 homes within this radius<sup>1</sup>.

Black line: 330 yard/300 meter radius of the planned cell phone tower. There are approximately 154 homes within this radius<sup>2</sup>.



Source of image: Scan of printout of Google map. Printout printed on 10/8/2017.

**Notes**

1 – Impact of cell phone towers on property values within a 220 yard/200 meter radius:

[http://www.prrs.net/papers/Bond\\_Squires\\_Using\\_GIS\\_to\\_Measure.pdf](http://www.prrs.net/papers/Bond_Squires_Using_GIS_to_Measure.pdf):

Page 11, first paragraph

2 – Impact of cell phone towers on property values within a 330 yard/300 meter radius:

[http://www.prrs.net/papers/Bond\\_Squires\\_Using\\_GIS\\_to\\_Measure.pdf](http://www.prrs.net/papers/Bond_Squires_Using_GIS_to_Measure.pdf):

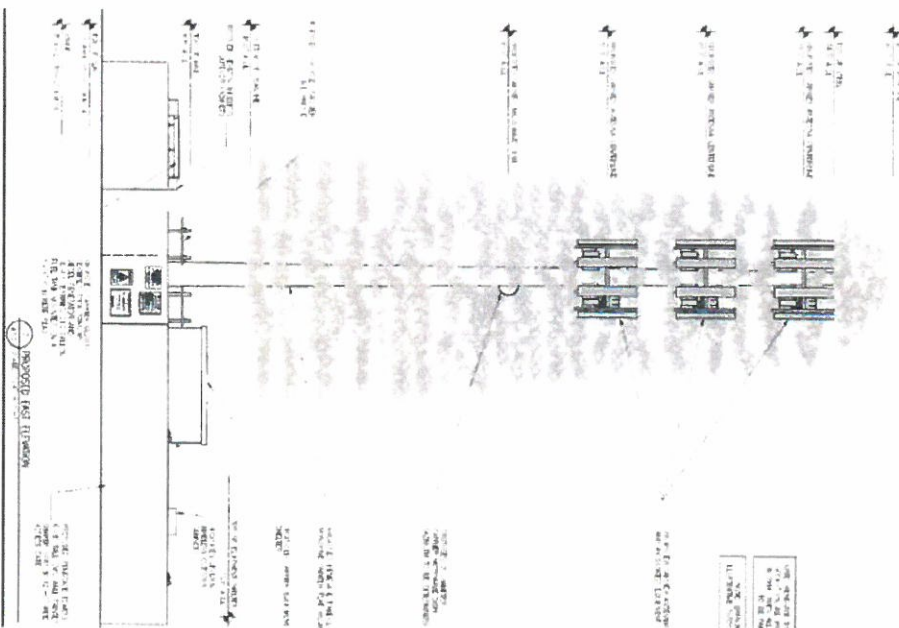
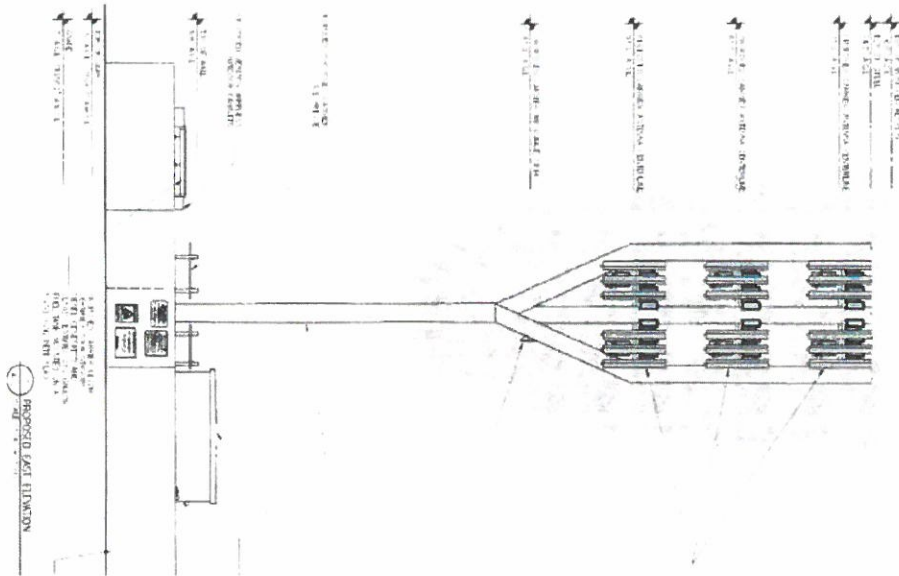
Page 7, Section 2.5.4, first paragraph

**Petition to the City Council, Planning and Housing Commission, and  
Infrastructure Committee of the City of Corona, California**

**Appendix C – Height of Planned Cell Phone Tower = 76 feet**



Preliminary Designs – New Wireless Tower





Petition to the City Council, Planning and Housing Commission, and  
Infrastructure Committee of the City of Corona, California

Appendix D – Photo showing proximity of homes to site of planned cell phone tower



*Picture was taken by standing next to fence beside proposed site of cell phone tower.*

Petition to the City Council, Planning and Housing Commission, and  
Infrastructure Committee of the City of Corona, California

[illegible]

**Petition to the City Council, Planning and Housing Commission, and  
Infrastructure Committee of the City of Corona, California**

[illegible]

petition\_2018v5



**Petition to the City Council, Planning and Housing Commission, and  
Infrastructure Committee of the City of Corona, California**

[illegible]

**Petition to the City Council, Planning and Housing Commission, and  
Infrastructure Committee of the City of Corona, California**

[illegible]

**Petition to the City Council, Planning and Housing Commission, and  
Infrastructure Committee of the City of Corona, California**

[illegible]



Petition to the City Council, Planning and Housing Commission, and  
Infrastructure Committee of the City of Corona, California

[illegible]

**Petition to the City Council, Planning and Housing Commission, and  
Infrastructure Committee of the City of Corona, California**

[illegible]

**Petition to the City Council, Planning and Housing Commission, and  
Infrastructure Committee of the City of Corona, California**

[illegible]



**Petition to the City Council, Planning and Housing Commission, and  
Infrastructure Committee of the City of Corona, California**

[illegible]

**Petition to the City Council, Planning and Housing Commission, and  
Infrastructure Committee of the City of Corona, California**

[illegible]

**Petition to the City Council, Planning and Housing Commission, and  
Infrastructure Committee of the City of Corona, California**

[illegible]



Petition to the City Council, Planning and Housing Commission, and  
Infrastructure Committee of the City of Corona, California

[illegible]

**Petition to the City Council, Planning and Housing Commission, and  
Infrastructure Committee of the City of Corona, California**

[illegible]

**Petition to the City Council, Planning and Housing Commission, and  
Infrastructure Committee of the City of Corona, California**

[illegible]



**Petition to the City Council, Planning and Housing Commission, and  
Infrastructure Committee of the City of Corona, California**

[illegible]

**Petition to the City Council, Planning and Housing Commission, and  
Infrastructure Committee of the City of Corona, California**

[illegible]

## Sandra Yang

---

**From:** Jessica <jessicacaravella@gmail.com>  
**Sent:** Tuesday, January 8, 2019 6:43 PM  
**To:** Sandra Yang  
**Subject:** Cell Phone Tower On Skyline Dr

Dear Ms. Yang,

My name is Jessica Caravella and I reside in Orchard Glen right off of Skyline Trail.

I am writing in support of the cell phone tower that is to be built by Renegade Towers on Skyline Dr just south of Chase Dr and north of Foothill Pkwy. We have almost no cell phone service in our own home, our calls drop the second we get near Trudy Wy and it causes so many problems trying to get work done while having spotty service at home. In addition, there is almost no service at all when we are walking or hiking on Skyline Trail and it always makes us feel unsafe.

This cell tower is such an easy fix to this problem. We are in full support of this tower going up and would like to have your support as well so this project can move forward.

Thank you,  
Jessica Caravella  
714-803-5527



## Sandra Yang

---

**From:** Mike Barney <damps247@gmail.com>  
**Sent:** Tuesday, January 8, 2019 6:52 PM  
**To:** Sandra Yang  
**Subject:** Cell tower

I'm certainly in favor of construction of a cell tower at Skyline and Chase in Corona. As we are barely on the border of any cell signal at all up here, this would be a welcome addition to our community.

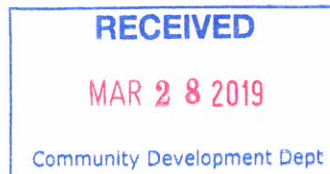
Thanks.

Mike Barney



Authorized Agent for Verizon Wireless

March 28, 2019



**City of Corona – Planning Division**  
c/o Harald Luna, Project Planner  
400 S. Vicentia Avenue  
Corona, CA 92882

**RE: Conditional Use Permit (CUP2018-0003) for a New Multi-Carrier Wireless Facility**  
**Renegade Site Name: Skyline**

Dear Mr. Luna,

It is the intention of Verizon Wireless to locate its antennas and equipment at the proposed Renegade Towers multi-carrier wireless facility referenced above. At the request of Renegade Towers, Verizon Wireless contacted Verizon customers within ZIP code 92882 where the proposed facility is located. Based on the text messages received, the Verizon customers who will be serviced by the proposed facility overwhelmingly support the facilities approval and construction.

Attached is the Verizon letter supporting the need for the Skyline facility and samples of text messages received from Verizon customers.

On behalf of Verizon Wireless, I request that the attached letter and text samples be included in the staff report for CUP2018-0003, and that the Corona Planning Division recognize and support the community benefits of the project.

Please contact me at 949-295-9031 should you have any questions regarding these documents.

Respectfully submitted,

  
James A. Rogers  
Land Use Specialist  
Smartlink, LLC  
*Authorized Agent for Verizon Wireless*

Smartlink LLC  
3300 Irvine Avenue, Newport Beach, CA 92660



**Verizon Wireless**

15505 Sand Canyon Ave, Bldg. D  
Irvine, CA 92618

March 19, 2019

Planning & Housing Commission  
City of Corona  
400 South Vicentia Avenue  
Corona, California 92882

Re: 505 Supporters for Verizon Wireless Facility  
at Intersection of West Foothill and Skyline, Corona

Dear Commissioners:

I am the Verizon Wireless Marketing Director over the team that maintains and manages all data and information messages that are sent to Verizon Wireless customers in California. In connection with its proposed facility, Verizon Wireless arranged for a text message to be sent to customers with billing addresses within ZIP code 92882 in Corona. The entire text message sent reads as follows:

Free Verizon Message: Reply YES to this text to show your support for improved Verizon Wireless service in Corona. Add a message to tell the City you support a wireless facility disguised as a eucalyptus tree near the intersection of West Foothill and Skyline. Include your email address for updates.

The text message above was sent on March 13, 2019. As of March 18, 2019, we have received 505 affirmative text message responses indicating support for the proposed facility and eight respondent opposed. Text messages received confirm the need to provide improved Verizon Wireless service in Corona. Samples of the text messages received from Verizon Wireless customers appear on the attached page.

I am available to verify the above information as you may require.

Sincerely,

Jeremy McCarty  
Director  
Customer Relationship Manager

Attachment



**Sample Text Messages of Support**  
**Verizon Wireless Facility**  
**at Intersection of West Foothill and Skyline, Corona**

I support the addition of a wireless tower disguised as a eucalyptus tree near the intersection of West foothill and skyline.

I support the improved service

I support this entire message - ONLY IF there is NO extra cost to me. Thank you.

I'm in favor,

Yes I support a wireless facility near the intersection of west foothill and skyline

YES I support to have a wireless facility disguised as a eucalyptus tree to be placed in Corona to better improve our wireless service.

Yes , I support better coverage within the Corona city limits.

Yes .. I support a wireless disguised as eucalyptus tree West Foothill and Skyline

Yes I support a disguised wireless facility

YES I support a wireless facility

YES I support a wireless facility disguised as a eucalyptus tree near the intersection of West Foothill and Skyline.

YES I support a wireless facility disguised as a eucalyptus tree near W Foothill and Skyline.

YES I support a wireless facility disguised as a eucalyptus tree.

Yes I support another wireless tower at foothill and skyline in corona

Yes I support the updated wireless line in the form of a E....tree.

yes I support the wireless facility in corona. ...thank u ..

Yes I support Verizon

yes if this doesn't raise my bill

Yes it is needed. Reception in south Corona is very intermittent.

Yes it's about time!!!!

YES that would be great!

Yes We support

YES! But they can pay for it out of their profits not raising our rates!

YES! Cell service has been HORRIBLE in my area. I support this 100%

Yes! I always drop calls there

Yes! I have poor service at my corona address.

YES! We have terrible service where I live.

Yes, I support a wireless facility disguise as the eucalyptus tree.

Yes, and I support the wireless tower

Yes, i am tired of dropping calls driving over Foothill headed towards Greenriver

YES, I support a new wireless facility disguised as an eucalyptus tree near west Foothill and Skyline Randall Brand

YES, I support a wireless facility disguised as a eucalyptus tree near the intersection of West Foothill and Skyline

Yes, I would like the additional cell signal support near the intersection of skyline and foothill , thank you -

YES, PLEASE

Yes, please improve coverage.

Yes, we fully support this. Verizon supplies excellent customer service and it would be an improvement to our city.

YES, will improve communication for the thousands that hike Skyline in case of an emergency.

Yes, yes phone does not work consistently on our home near canyon crest and green river, much needed

Yes. Calls drop in the area.

YES. A necessity particularly when on urgent calls/communications.

YES. Better safety for hikers and walkers in this area. No more dropped calls.

Yes. I support the cell tower

Yes. I work on cell towers for a living. I am in full support of adding a mono-eucalyptus in Corona.

Yes. It would be nice to have a wireless facility near Foothill and Skyline.

Yes. Need improved coverage.

Yes. Numerous dropped calls on foothill I would appreciate better service

Yes. Please add the wireless facility.

Yes. Reception in Corona is WEAK! eucalyptus tree is the way to go.

Yes. So many dead zones in that area.

YES...I support a wireless facility disguised as a eucalyptus tree near Foothill and Skyline

Yes...we need this in Corona.

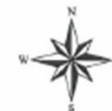


# LOCATIONAL & ZONING MAP



Date: 04/16/2019

CUP2018-0003  
(Renegade Towers)



# PROJECT HISTORY

- Initial community meetings – Sept. 28 and 30, 2017
- Infrastructure Committee – Nov. 1, 2017
- Submitted CUP application to City – Feb. 20, 2018
- Third community meeting – Nov. 29, 2018
- Infrastructure Committee – Jan. 9, 2019

# REGULATIONS

## Local Level

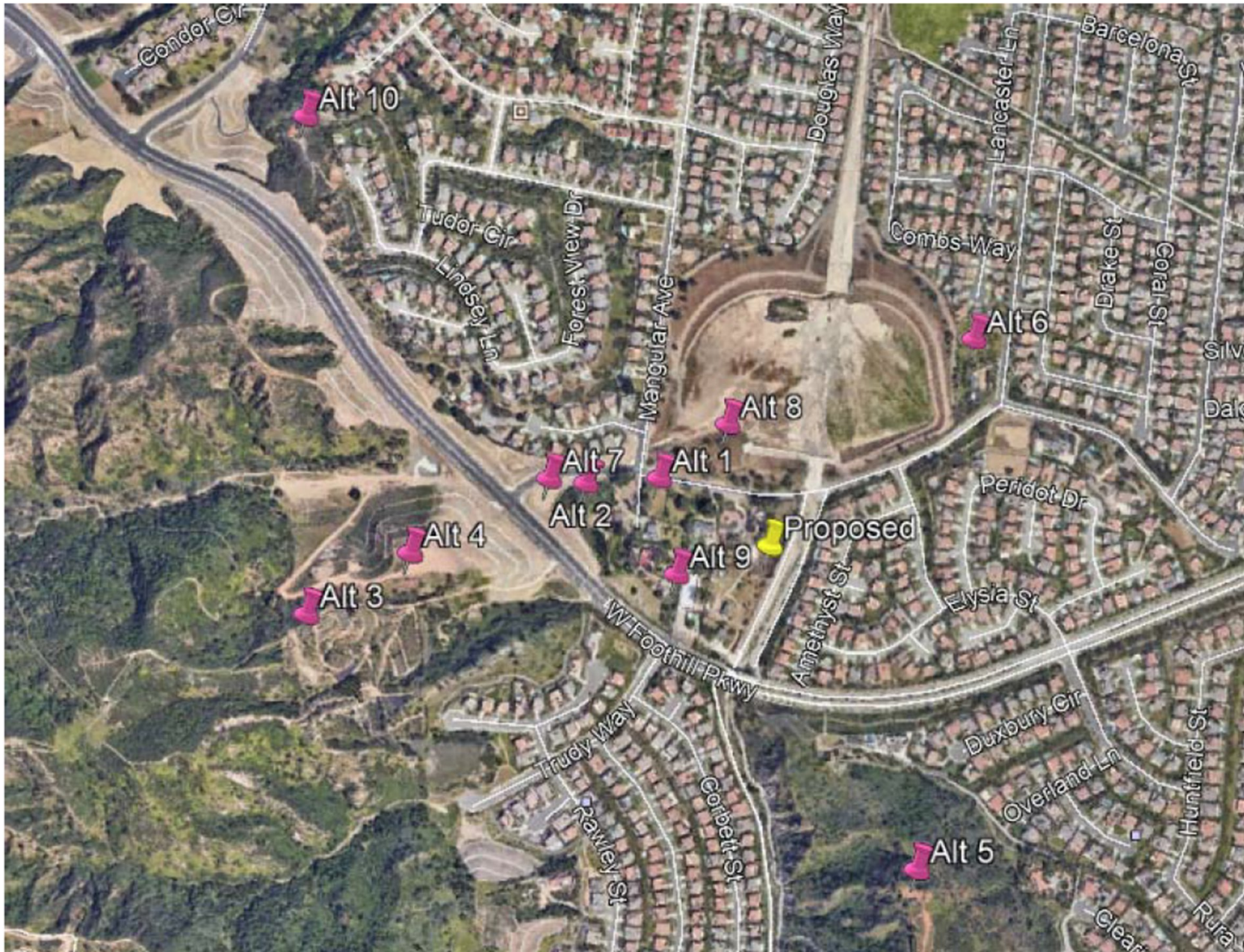
- CMC Chapter 17.65 (Telecommunications Facilities)
- Telecommunications Guidelines

## Federal Level

- FCC – Federal Communications Commission
- TCA – Telecommunications Act
- Cannot consider health effects when considering an application for a cell tower.



# ALTERNATIVE SITES

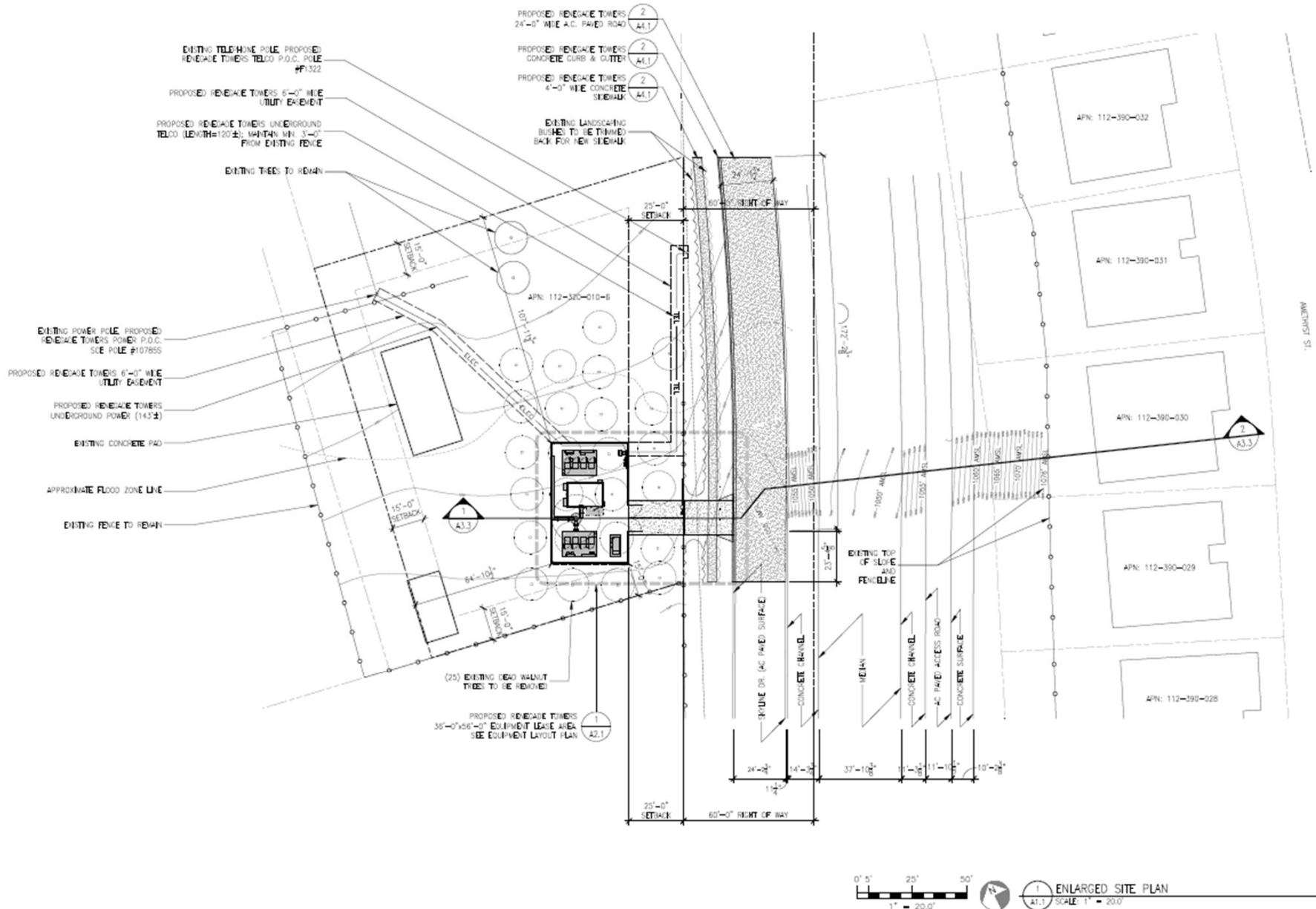




# SITE PLAN

NOTE: NEW SIDEWALK, CURB, GUTTER AND ROAD TO BE IMPROVED IN FRONT OF PARCEL 112-390-010-6 ONLY.

NOTE: NEW SIDEWALK, CURB, GUTTER AND ROAD TO BE DESIGNED BY REGISTERED CIVIL ENGINEER.



**MST ARCHITECTS**  
100 EAST MAIN STREET, SUITE 100  
CORONA, CA 92623  
TEL: 949.241.1111  
WWW.MSTARCHITECTS.COM

**SKYLINE TOWERS, U.S.**  
SKYLINE DRIVE  
CORONA, CA  
ENLARGED SITE PLAN  
SHEET TITLE

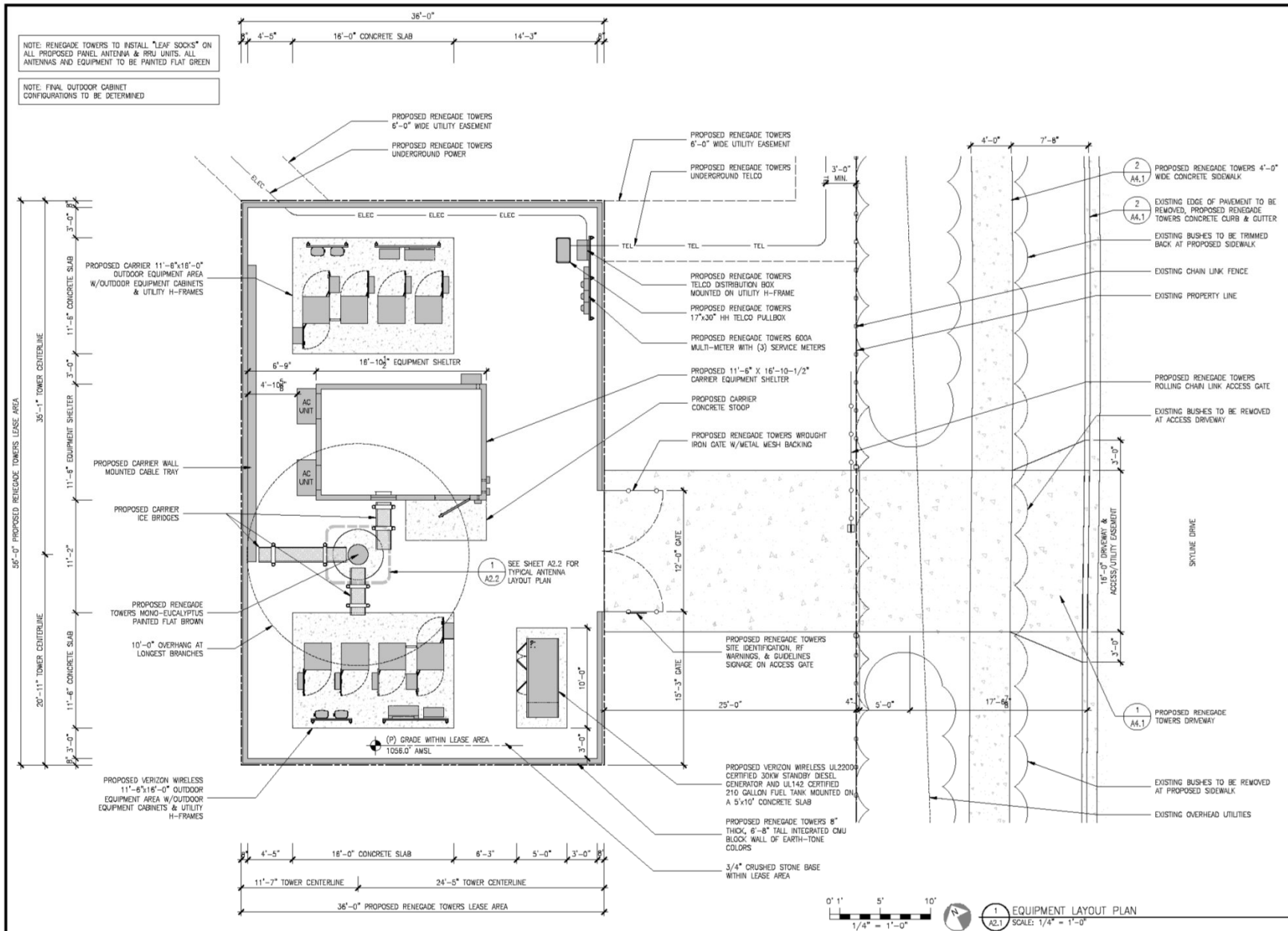
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8 11/11/11 JRM  
9 11/11/11 JRM  
10 11/11/11 JRM

PREPARED BY: JRM  
CHECKED BY: JRM  
SCALE: AS SHOWN  
DATE: 11/11/11

Job No. 1111 323

**A1.1**

# EQUIPMENT LAYOUT PLAN



1500 Main St. Suite 100, San Francisco, CA 94103  
415.774.8800  
www.mst-architects.com

SKYLINE  
RENEGADE  
TOWERS, LLC  
CORONA, CA

EQUIPMENT LAYOUT PLAN

SHEET TITLE

Revisions
1
2
3
4

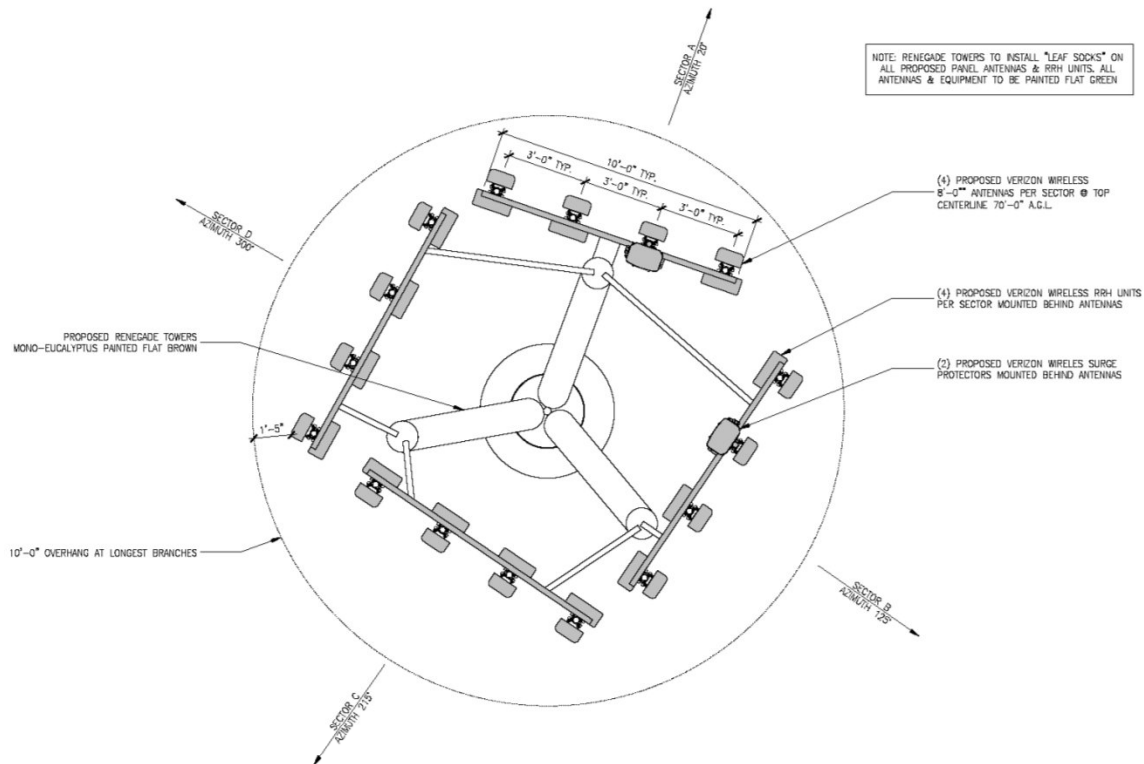
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Checked By: MST  
Scale: AS NOTED  
Date: 10/26/16

CSO No. 177.000A

A2.1



# ANTENNA LAYOUT PLAN



1 TYPICAL ANTENNA LAYOUT PLAN (VERIZON WIRELESS)  
A2.2 SCALE: 1/2" = 1'-0"

MST ARCHITECTS  
11000 Wilshire Blvd., Suite 1000  
Beverly Hills, CA 90210  
www.mstarchitects.com



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SKYLINE  
SKYLINE DRIVE  
CORONA, CA  
RENEGADE  
TOWERS, LLC  
SHEET TITLE: TYPICAL ANTENNA LAYOUT PLAN

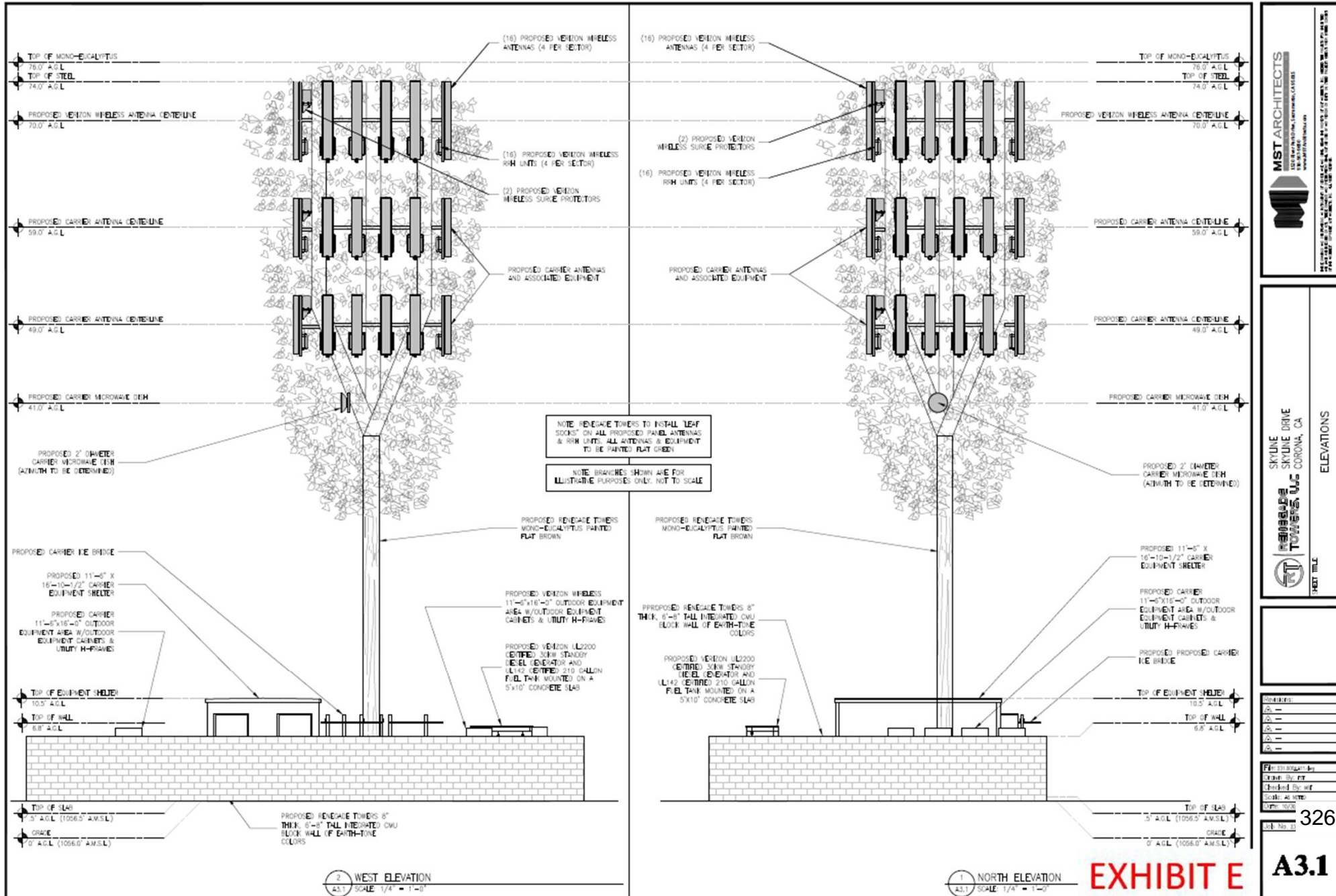
Revisions:
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Δ
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Δ

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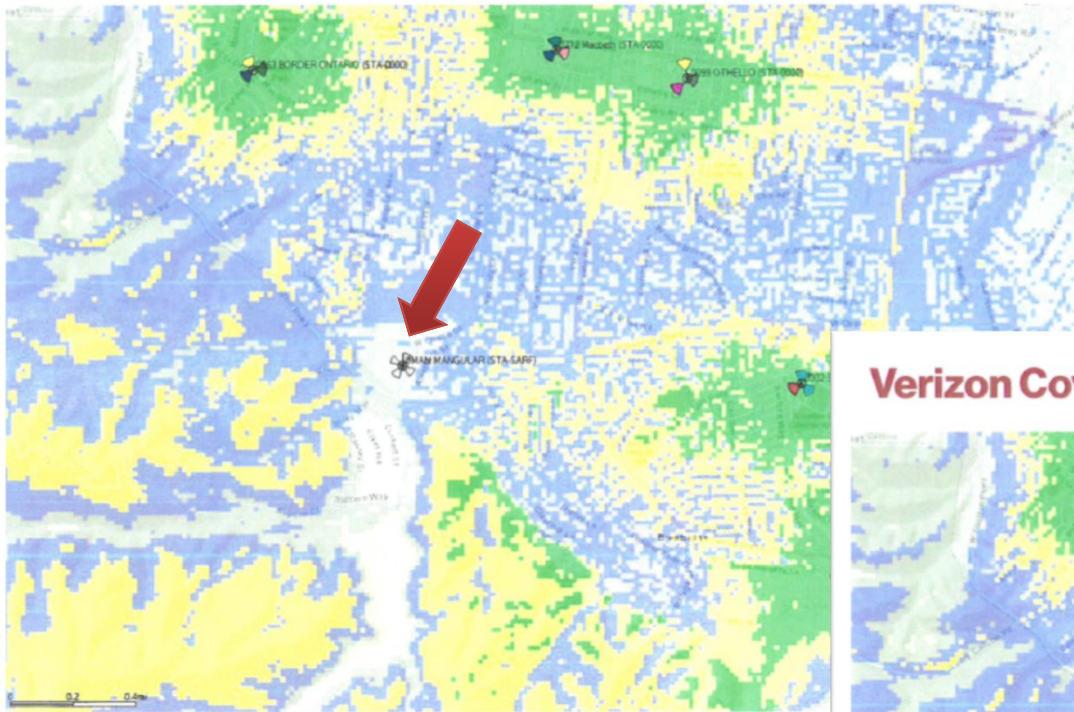
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# ELEVATION PLAN



# PROPAGATION MAPS

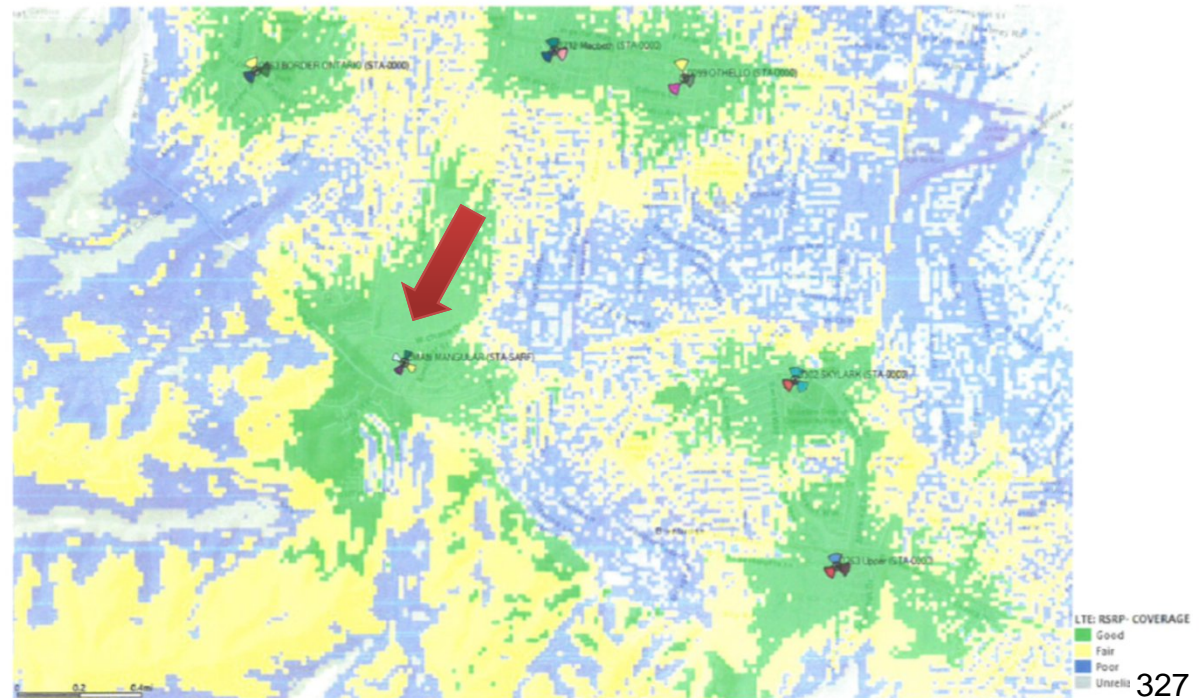
## Verizon Coverage without Mangular



verizon

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## Verizon Coverage with Mangular



LTE: RSRP - COVERAGE  
Good  
Fair  
Poor  
Unreliable

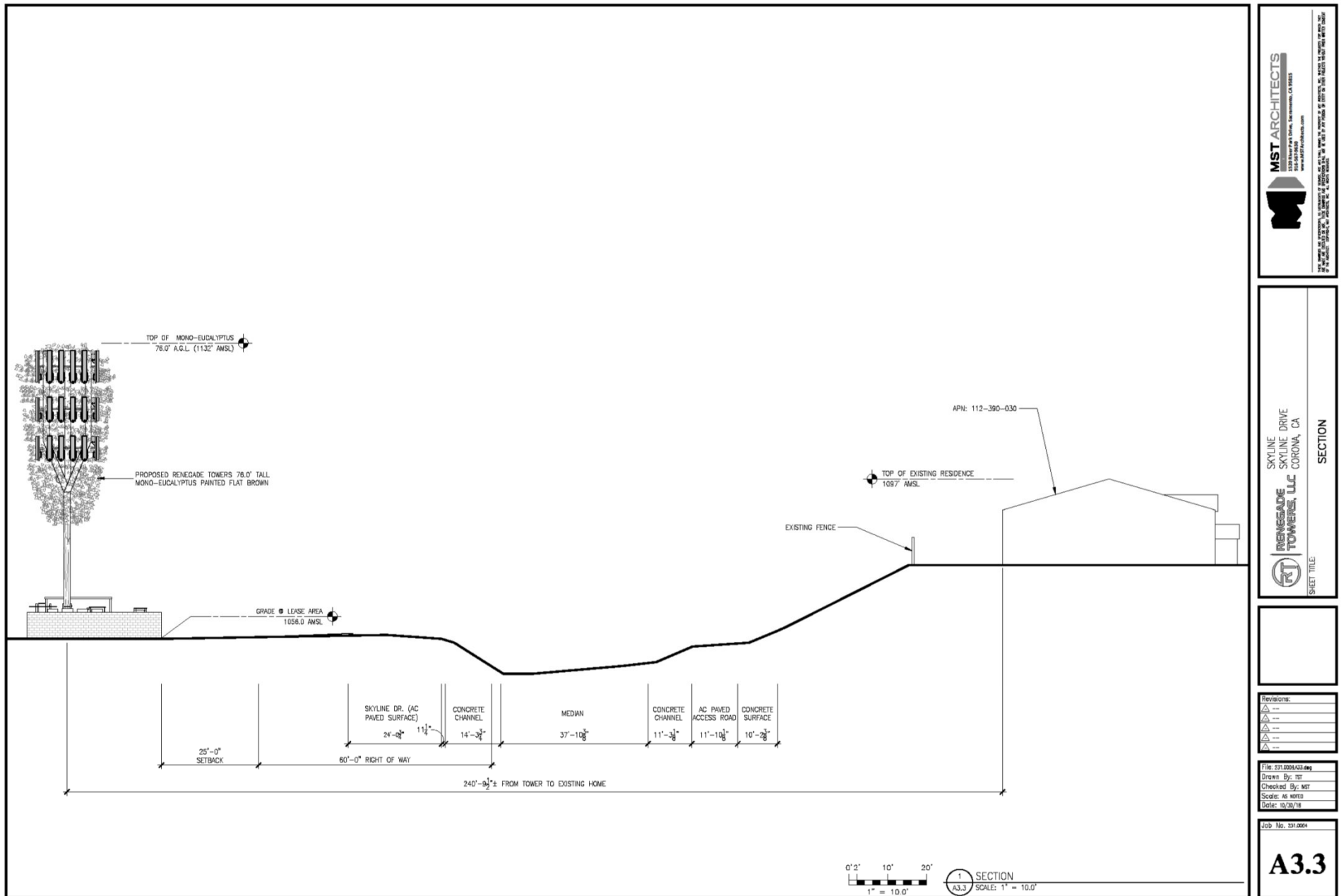
327

verizon

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# CROSS-SECTION OF PROJECT SITE



**MST ARCHITECTS**



1123 River Park Drive, Sacramento, CA 95833  
916.447.0000  
mstarchitects.com

SKYLINE  
SKYLINE DRIVE  
CORONA, CA  
**RENEGADE  
TOWERS, LLC**

SECTION  
SHEET TITLE

Revisions:

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2	
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Checked By: MIT

Scale: AS NOTED

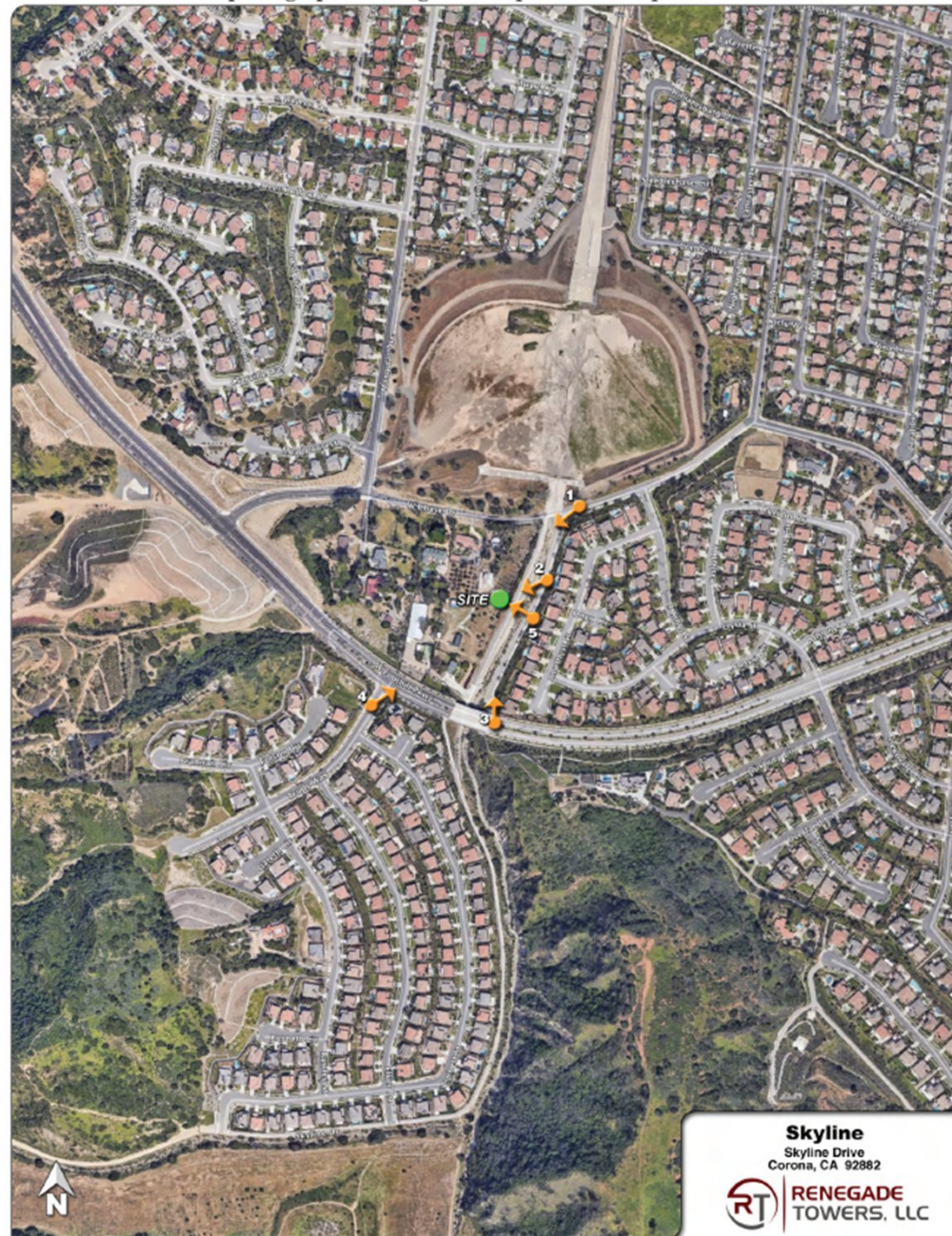
Date: 10/20/18

Job No: 221.000A

**A3.3**

# PHOTOSIMULATIONS

Aerial photograph showing the viewpoints for the photosimulations.



**Skyline**  
Skyline Drive  
Corona, CA 92882



**RENEGADE  
TOWERS, LLC**

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This photosimulation is based upon information provided by the project applicant.



# PHOTOSIMULATIONS – VIEW 1

Version Date: October 2, 2018

FROM CHASE DR.  
LOOKING SOUTHWEST  
TOWARDS THE SITE.



Photosimulation of the view looking southwest from W Chase Drive.

**Skyline**  
Skyline Drive  
Corona, CA 92882



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# PHOTOSIMULATIONS – VIEW 2

Version Date: October 2, 2018

FROM THE RESIDENCES  
TO THE EAST LOOKING  
SOUTHWEST TOWARDS  
THE SITE.



Photosimulation of the view looking southwest from in back of the homes.

**Skyline**  
Skyline Drive  
Corona, CA 92882  
**RENEGADE**  
TOWERS, LLC



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# PHOTOSIMULATIONS – VIEW 3

FROM FOOTHILL PKWY  
LOOKING NORTH  
TOWARDS THE SITE.



Photosimulation of the view looking north from W Foothill Pkwy.

**Skyline**  
Skyline Drive  
Corona, CA 92882



**RENEGADE  
TOWERS, LLC**



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# PHOTOSIMULATIONS – VIEW 4

FROM THE ORCHARD  
GLEN COMMUNITY  
ENTRANCE LOOKING  
NORTH TOWARDS THE  
SITE.

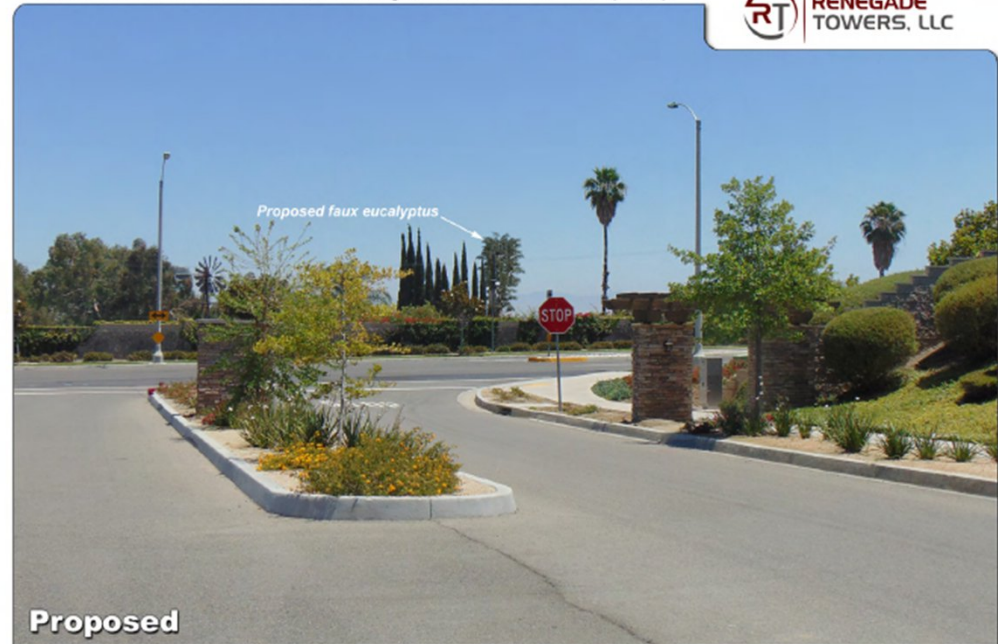


**Existing**

**4**

Photosimulation of the view looking northeast from Trudy Way.

**Skyline**  
Skyline Drive  
Corona, CA 92882  
**RT RENEGADE  
TOWERS, LLC**



**Proposed**

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# PHOTOSIMULATIONS – VIEW 5

Version Date: October 2, 2018

FROM THE RESIDENCES  
TO THE EAST LOOKING  
WEST TOWARDS THE  
SITE.



**Existing**

**5**

Photosimulation of the view northwest from behind the nearest homes.

**Skyline**  
Skyline Drive  
Corona, CA 92882



**RENEGADE  
TOWERS, LLC**



**Proposed**

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# PHOTOGRAPH OF PROJECT SITE & RESIDENCES TO THE EAST

