



City of Corona

400 S. Vicentia Ave.
Corona, CA 92882

Agenda Report

File #: 20-0576

PLANNING AND HOUSING COMMISSION STAFF REPORT

DATE: 7/6/2020

TO: Honorable Chair and Commissioners

FROM: Community Development Department

APPLICATION REQUEST:

CUP2019-0007 (CONTINUED): Conditional use permit to review a 3,761 square foot restaurant with drive-through services for Raising Cane's proposed on 1.29 acres located on the north side of Parkridge Avenue and west of Main Street in the Commercial Retail (CR) District of the North Main Street Specific Plan. (Applicant: Chris Costanzo, Costanzo Investments, LLC, 17 Corporate Plaza Drive, Suite 250, Newport Beach, CA 92660)

RECOMMENDED ACTION:

That the Planning and Housing Commission adopt Resolution No. 2544 GRANTING CUP2019-0007, based on the findings contained in the staff report and conditions of approval.

PROJECT SITE SUMMARY

Area of Property: 1.29 acres (Raising Cane's pad)

Existing Zoning: CR (Commercial Retail), North Main Street Specific Plan

Existing General Plan: GC (General Commercial)

Existing Land Use: Vacant

Proposed Land Use: Commercial

Surrounding Zoning/Land Uses:

N: Commercial zone (Gateway Specific Plan) in City of Norco / Riverside County Department of Social Services building.

E: Transitional Commercial District (North Main Street Specific Plan) / Mobile home park.

S: Commercial Retail District (North Main Street Specific Plan) / Drive-through restaurant

W: Commercial Retail District (North Main Street Specific Plan) / Commercial retail buildings.

BACKGROUND

Conditional Use Permit 2019-0007 (CUP2019-0007) is for the review of a 3,761 square foot restaurant with drive-through services for Raising Cane's. The project is proposed on a 1.29-acre

pad located within a new 4.49-acre commercial development proposed on the west side of Main Street and north of Parkridge Avenue. The site is located within the North Main Street Specific Plan and has a zoning of Commercial Retail (CR) and a General Plan designation of General Commercial (GC). The surrounding land uses are primarily commercial and office. Bordering the site to the north is the City of Norco.

The applicant is also proposing to construct a 3,596 square foot self-service carwash which will be occupied by Quick Quack and a multi-tenant building containing a 2,650 square foot drive-through restaurant for The Habit and a 2,532 square foot restaurant with take-out and dine-in services. Each drive-through establishment is being reviewed by a separate conditional use permit which is required by the North Main Street Specific Plan. The carwash and The Habit restaurant are being reviewed under CUP2019-0006 and CUP2019-0008, respectively. Also, a parcel map (PM 37747) is proposed to subdivide the site into four parcels - one for each establishment. The applicant is seeking concurrent approvals of all four applications.

The project was initially reviewed by city staff through the Development Plan Review process on June 27, 2019. The applicant formally submitted the parcel map and the conditional use permit applications to the city on August 15, 2019. The applicant was issued an application incomplete letter due to missing or incomplete application items. The applicant over time submitted the required application materials to staff with the applications finally considered complete on December 10, 2019, and scheduled for public hearing before the Planning and Housing Commission on January 6, 2020. However, the applicant requested that the public hearings for the applications be continued to January 21 and subsequently February 10, 2020. The applications were eventually continued off calendar before being re-advertised and rescheduled for the July 6, 2020 public hearing.

PROJECT DESCRIPTION

The overall commercial development has been designed per the development standards established by the North Main Street Specific Plan for the CR District, which prescribes a minimum landscape setback of 10 feet along Main Street and Parkridge Avenue. All buildings exceed this requirement. In addition, a minimum setback of 10 feet is required along internal property lines that abut properties located outside of the North Main Street Specific Plan area boundaryline. This would apply to the site's northwest perimeter which abuts the City of Norco. The closest building to the northwest property line is set back 33.5 feet from the property line. No setback is required along the development's southerly perimeter which abuts a commercial property containing an existing Taqueria Mexico drive-through restaurant; however, the development is providing a five-foot landscape setback along this perimeter which will be landscaped with a row of trees to provide a landscape buffer between the existing and new development.

The Raising Cane's restaurant will be occupying a 1.29-acre pad within the site. The subject pad is being created by the accompanying parcel map application, PM 37747, which identifies the pad as Pad 3. The site plan identifies the pad as Pad B in Exhibit A. The pad is situated on the southern portion of the site and has frontage on Parkridge Avenue and Main Street. The pad includes a 3,761 square foot building with a 432 square foot outdoor dining area located on the north and south sides of the building. The nearest parking lot is located on the south side of the building.

Dual entrance into the Raising Cane's drive-through lane is from the southeast corner of the Raising Cane's pad. The dual drive-through entrance eventually merges into a single lane after the order menu board and before the pick-up window which is located on the east side of the building and faces Main Street. The drive-through lane exits into the center's main 30-foot wide drive aisle. The dual drive-through has a queueing capacity for 18 vehicles from the order menu board and a total queueing capacity of 23 vehicles from the pick-up window. The design exceeds the Corona Municipal Code's minimum stacking space requirement of 6 vehicles from the order menu board.

A trash enclosure is located in the parking lot south of the restaurant. The applicant is coordinating with Waste Management to have trash pick-up occur during non-operating hours to avoid trash pick-up activities interfering with the operations of the business. The trash enclosure plan is attached as Exhibit E.

Floor Plan and Operation

The floor plan for Raising Cane's is shown in Exhibit C. The restaurant features indoor and outdoor seating. The indoor area has a seating capacity for 72 seats. The outdoor area has a seating capacity for 32 seats. The restaurant intends to operate between the hours of Sunday through Thursday between 9:00 a.m. to 1:00 a.m., and Friday and Saturday between 9:00 a.m. to 3:30 p.m. These are standard operational hours for other Raising Cane's locations including the one that is currently under construction on East Ontario Avenue in Corona.

Elevations

Each business that will be occupying the site will be constructing a building that reflects its company's own brand in terms of design and colors. This is allowed by the North Main Street Specific Plan which encourages diversity of form and design between buildings. Exhibit D depicts the exterior design for the Raising Cane's building. 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 exterior are brick red and brown with white and black accent colors. The building is just under 20 feet in height. The overall look is compatible with the other buildings proposed on the same site as all three buildings have a contemporary look with similar types of materials and neutral color palettes with dark accent colors. The buildings also conform to the architectural guidelines of the North Main Street Specific Plan for commercial development in terms of materials, colors, and overall design.

Access, Circulation, And Parking

Vehicular access to the commercial site will be provided from Parkridge Avenue and Main Street via a 30-foot wide driveway proposed at each street frontage. Both driveways will have full turn-movements from the streets. Main Street has a two-way left-turn center lane that will allow for left turns in and out of the project site. Parkridge Avenue will be restriped to include a left-turn pocket in the center lane in front of the project driveway to allow for left turns into the project site. Left turns out of the project site will also be allowed on Parkridge Avenue.

The internal circulation consists of a main 30-foot wide drive aisle that extends from the Parkridge entrance to the Main Street entrance which will provide access to each pad within the site. The access and drive aisles will be shared among the businesses who will be occupying the site.

Per CMC Section 17.76.030, restaurants are required to provide parking at a ratio of one space per 100 square feet of floor area. Self-service carwashes are required to provide a minimum of 2 parking spaces. All four establishments will have shared parking and access. The project overall is required to have 101 parking spaces and the site is capable of providing 108 spaces. Table A below summarizes the parking requirements for the center.

Table A
Parking Summary

Pad/Use	Building and Outdoor Dining Area	Parking Requirement	Required Parking	Provided Parking
Pad A / Dine-in Restaurant	2,832 sq.ft.	1:100	28	24
Pad B / Raising Cane's Drive-through Restaurant	4,193 sq.ft.	1:100	42	56
Pad C / Quick Quack carwash	3,596 sq.ft.	2 stalls	2	4
Pad D / The Habit Drive-through Restaurant	2,900 sq.ft.	1:100	29	24
TOTAL REQUIRED & PROVIDED			101	108

Landscaping

The development's overall conceptual landscaping is shown in Exhibit F. The landscaping includes a variety of drought tolerant trees, shrubs and groundcover that not only enhance the site but are also functional. Accent palm trees will be installed along both street frontages while the parking lots will have canopy type trees for shade and the buildings will be enhanced with accent trees. The main drive aisle and drive-through lanes will be lined with screen shrubs to help delineate each pad area and provide a buffer for headlights. Screen shrubs will also be installed between the streets and parking spaces for headlight buffering purposes. The on-site landscaping overall complies with the Corona Municipal Code and North Main Street Specific Plan for commercial developments.

Signage

The North Main Street Specific Plan permits commercial centers that are less than 15 acres in size to have one pylon per street frontage. Each pylon sign shall have a maximum sign height of 30 feet, maximum sign width of 15 feet, and a maximum sign area of 220 square feet which applies to the entire sign structure and not just the message area. The applicant's proposed sign program for the development is shown in Exhibit G. One 20-foot high double-sided pylon sign with an overall size of 200 square feet is proposed on the Main Street frontage. A second identical sign is proposed on the

Parkridge Avenue frontage. Each sign contains three tenant panels for The Habit, Raising Cane's and Quick Quack and includes space for a fourth tenant for the restaurant/retail building (Pad A). The sign cabinets will be internally illuminated during the nighttime hours. To reduce glare during the nighttime, the sign is conditioned to have an automatic nighttime dimmer installed.

Each building will have exterior building signs on up to three sides of the building with each sign being no larger than 50 square feet in size which is the maximum size allowed for building signs per the specific plan. On-site directional signs are proposed to help facilitate vehicular circulation for the drive-through lanes. Two types of directional signs with different heights are proposed. One is 7 feet in height the other is 3 feet in height. The 3-foot high directional signs are intended to be installed within corner cut-off areas where vehicular and pedestrian visibility is necessary. The sign program proposes internal lighting or digital displays for the directional signs. However, per the specific plan, only external lighting is allowed for directions signs. Therefore, the directional signs are conditioned to have external lighting only which will be verified at time of permit issuance.

Public Improvements

The section of Main Street along the project frontage is required to be widened by 20 feet to have an overall right-of-way width of 100 feet which shall include 80 feet of paved roadway from curb to curb. This widening will allow the construction of a third southbound lane on Main Street as this section of the street currently has only two southbound lanes. Also, the applicant is responsible for constructing the missing public improvements along the west half of Main Street adjacent to the project site. The required improvements include approximately 16 feet of paved roadway, curb and gutter, and a 10-foot wide parkway which includes a 6-foot wide sidewalk and tree wells.

The section of Parkridge Avenue along the project frontage is required to be widened by 14 feet to have an overall right-of-way width of 88 feet which shall include 64 feet of paved roadway from curb to curb. This widening will allow for the construction of an additional westbound lane on Parkridge Avenue as this section of the street currently has only one westbound lane. The applicant is also responsible for constructing the missing public improvements along the north half of Parkridge Avenue adjacent to the project site. The required improvements include 23 feet of paved roadway, curb and gutter, and a 12-foot wide landscape parkway which includes a 6-foot wide sidewalk.

Additionally, the applicant will be required to repave portions of Main Street to the satisfaction of the Public Works Department where trenching will occur for the installation of the 8-inch sewer line and water line within Main Street. Refer to Exhibit F of Parcel Map 37747 for the improvement areas.

Also, several left-turn pockets on the intersections of Parkridge Avenue/Cota Street and Parkridge Avenue/Main Street will need to be lengthened to accommodate more vehicle stacking space. These improvements are described in further detail under the *Traffic Impact Study* section below.

Traffic Impact Study

A Traffic Impact Study (TIS) was prepared for the project by LSA Associates (June 2020) to analyze the project's potential traffic impacts in terms of level of service (LOS), on-site circulation, and

queuing capacity for the facilities with drive-through lanes. The TIS is attached as Exhibit J for reference.

The project was exempted from performing a Vehicle Miles Traveled (VMT) analysis because the project is considered a local-serving retail project that has less than 50,000 square feet of total building area.

Per the TIA, the project is anticipated to generate 2,356 total daily vehicle trips, with 40 total trips in the A.M. peak hour and 189 total trips in the P.M. peak hour. Four intersections and five roadway segments were analyzed:

Intersections

1. Parkridge Avenue/Cota Street
2. Project Driveway 1 on Parkridge Avenue
3. Hamner Avenue/Hidden Valley Parkway (City of Norco)
4. Project Driveway 2 on Main Street
5. Main Street/Parkridge Avenue

Roadway Segments

1. Parkridge Avenue between Cota Street and Project Driveway 1
2. Parkridge Avenue between Project Driveway and Main Street
3. Main Street between Hidden Valley Parkway and Project Driveway 2
4. Main Street between Project Driveway 2 and Parkridge Avenue.

All intersections and roadway segments analyzed in the study are expected to operate at a satisfactory Level of Service (LOS) D or above at the time the project is in operation which is anticipated to be year 2021. The City of Corona considers collector, secondary, and major arterials that operate at LOS D or above as acceptable level of service. The analysis took into consideration the roadway improvements that will be completed as part of the project including the widening of Main and Parkridge adjacent to the project site. Therefore, the project will not result in impacts to the level of service in the surrounding roadways.

The left-turn pockets at the Main/Parkridge and Parkridge/Cota intersections were analyzed for vehicle storage capacity. The westbound and eastbound left-turn pockets on Parkridge at Main Street and the southbound left-turn pocket on Main Street at Parkridge Avenue are expected to exceed the available vehicle storage lengths under existing and project opening conditions. This means insufficient queuing capacity at the intersections is expected to occur in the future whether the project site is developed or not. In other words, the impacts are cumulative and not a project-specific impact. Therefore, the left-turn pockets need to be lengthened as shown by the project's restriping plan in Exhibit K. The striping plan also depicts an additional lane on Main Street and an additional lane on Parkridge Avenue adjacent to the site which are the result of the required widening of both streets adjacent to the site. All of the required street improvements are summarized below.

Cota Street & Parkridge Avenue

- The westbound lanes on Parkridge Avenue at Cota Street will be restriped to allow for one dedicated left-turn lane and two through lanes. (The additional westbound lane on Parkridge Avenue is afforded by the required widening of Parkridge Avenue adjacent to the project site.)
- The center lane on Parkridge Avenue will be restriped to include a left-turn pocket to allow for left turns into the project site.

Main Street & Parkridge Avenue

- The section of Main Street adjacent to the project site will be restriped to allow for one additional southbound through lane. (This is afforded by the required widening of Main Street adjacent to the project site.)
- The southbound left-turn pocket on Main Street at Parkridge Avenue is being increased from 105 feet to 220 feet in length to accommodate more stacking of vehicles.
- The eastbound left-turn pocket on Parkridge Avenue at Main Street will be increased from 85 feet to 230 feet in length to accommodate more stacking of vehicles.
- The westbound left-turn pocket on Parkridge Avenue at Main Street will be increased from 90 feet to 115 feet in length to accommodate more stacking of vehicles.
- The northbound right-turn lane located on the south side of the Main and Parkridge intersection will be restriped to become a through lane.

Drive-through Stacking Analysis

The Public Works Department requested the project's Traffic Impact Assessment to include a weekday and weekend queueing analysis for the three facilities with drive-through lanes to analyze the potential drive-through queueing that could be expected behind the order board for Quick Quack carwash and pick-up window for The Habit and Raising Cane's. The analysis for Raising Cane's is described below. The analyses for Quick Quack and The Habit are included in this report for reference purposes since all three facilities would be sharing parking, drive aisles, and access.

Raising Cane's

The stacking analysis for Raising Cane's was taken from a previous queueing analysis (Kimley Horn, April 2019) prepared for the Raising Cane's facility that is currently under construction at 1215 Ontario Avenue in Corona. Based on the previous analysis done at other Raising Cane's restaurants, the maximum queue observed was 16 vehicles on a typical weekday and 17 vehicles on a typical weekend. The proposed site plan for Raising Cane's on the applicant's project site provides an approximate queueing space for 23 vehicles in the drive-through lane from the pick-up window. Thus, sufficient on-site vehicle queue storage is provided in the drive-through lane for the new Raising Cane's facility on the project site.

Quick Quack

Weekday and weekend stacking counts were collected from similar sized Quick Quack car wash facility located in the city of Morena Valley. The stacking counts were collected on two typical weekdays (July 9 and 10, 2019) and two typical weekends (July 13 and 20, 2019) during the hours of operations of the facility between 7 a.m. and 9 p.m. The data was collected at five-minute intervals. The maximum queue observed was 8 vehicles on a typical weekday (both July 9 and 10) and 10 vehicles on a typical weekend (July 13). The proposed site plan for Quick Quack in Corona

provides an approximate queuing space for 18 vehicles in the drive-through lane. Therefore, sufficient on-site vehicle queue storage is provided in the drive-through lane for the new Quick Quack facility on the project site.

The Habit

Weekday and weekend stacking counts were collected from a similar sized drive-through The Habit facility located in the city of Moreno Valley. The stacking counts were collected on two typical weekdays (January 29 and 30, 2020) and two typical weekends (February 1 and 2, 2020) between 10:00 a.m. and 12:00 midnight. The data was collected at five-minute intervals. The maximum queue observed at the Moreno Valley facility was 8 vehicles (January 29) and 7 vehicles (January 30) in the drive-through lane on the two weekdays, and 9 vehicles (February 1) and 8 vehicles (February 2) on the weekends. The proposed site plan for The Habit in Corona provides an approximate queuing space for 14 vehicles in the drive-through lane. Therefore, sufficient on-site vehicle queue storage is provided in the drive-through lane for the new The Habit facility on the project site.

Furthermore, all three drive-through establishments are capable of accommodating more than 6 vehicles from the order board within each drive-through lane, which is the minimum stacking requirement for drive-through establishments under the Corona Municipal Code.

ENVIRONMENTAL ANALYSIS

Per Section § 15183 of the State California Environmental Quality Act (CEQA) Guidelines, a project which is a consistent with the development density established by existing zoning, community plan or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project specific significant effects which are peculiar to the project or its site. The project site is part of the North Main Street Specific Plan in which an EIR was certified by the City Council on January 5, 2000 for the North Main Street District Specific Plan and Corona Entertainment Center. The North Main Street Specific Plan designated the project site Commercial Retail and the General Plan designation was General Commercial at the time the EIR was certified.

Subsequently, an amendment to the North Main Street Specific Plan was approved to change certain land uses within the specific plan to accommodate Urban Density Residential Development and Mixed Use (residential/commercial) land uses on certain properties. An EIR for the North Main Street Specific Plan Amendment was prepared and certified by the City on November 5, 2008. The project site at the time was designated Commercial Retail by the specific plan and General Commercial by the General Plan.

The current proposal does not change the analysis that was considered under the previously certified North Main Street District Specific Plan and Corona Entertainment Center EIR and North Main Street Specific Plan Amendment EIR because the current proposal intends to develop the project site for commercial purposes which is consistent with the Commercial Retail zoning of the project site.

Furthermore, the project is categorically exempted from CEQA because it qualifies as a Class 32 Infill Development project under Section 15332 of the CEQA Guidelines. The project is consistent with the project site's General Commercial designation and zoning. The project site is less than five acres and

has no value as habitat for endangered, threaten, or rare species. Approval of the project would not result in any significant impacts relating to traffic, air, water quality, and noise, and the site can be adequately served by all required utilities and public services. Therefore, a Notice of Exemption was prepared which is attached as Exhibit L.

FISCAL IMPACT

The applicant paid \$6,547.00 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, the Community Development Department staff has not received any response from the public regarding the project.

STAFF ANALYSIS

The proposed project will result in the development of a 3,486 square foot drive-through restaurant on a property that has been vacant and underutilized for several years. The proposed use is permitted in the Commercial Retail designation by a conditional use permit. As demonstrated by the applicant's plans, the Raising Cane's pad and overall site are capable of complying with the development standards established by the North Main Street Specific Plan for the Commercial Retail designation. The architecture and colors for Raising Cane's comply with the architectural guidelines of the North Main Street Specific Plan, which encourages diversity of form and design between buildings. All necessary public improvements will be constructed as part of the project. Noise from the drive-through activities are not expected to be an issue as there are no sensitive land uses adjacent to the project site.

Development of the proposed project would contribute to the city's fiscal viability by providing a diversified local business base which fulfills General Plan Economic Development Policies 4.1, 4.2 and 4.4. The project also contributes to the continued revitalization of the North Main Street corridor to meet the needs of the residents within this area which complies with General Plan Land Use Policies 18.1 through 18.3. Therefore, CUP2019-0007 is recommended for approval based on the following findings.

FINDINGS OF APPROVAL FOR CUP2019-0007

1. Per Section § 15183 of the State CEQA Guidelines, a project which is a consistent with the development density established by existing zoning, community plan or general plan policies for which an EIR was certified shall not be required additional environmental review, except as might be necessary to examine whether there are project specific significant effects which are peculiar to the project or its site. The project site is part of the North Main Street Specific Plan in which an EIR was certified by the City Council on January 5, 2000 for the North Main Street District Specific Plan and Corona Entertainment Center. The North Main Street Specific Plan designated the project site Commercial Retail and the General Plan designation was General Commercial at the time the EIR was certified.

Subsequently, an amendment to the North Main Street Specific Plan was approved to change certain land uses within the specific plan to accommodate Urban Density Residential Development and Mixed Use (residential/commercial) land uses on certain properties. An EIR for the North Main Street Specific Plan Amendment was prepared and certified by the City on November 5, 2008. The project site at the time was designated Commercial Retail by the specific plan and General Commercial by the General Plan.

Furthermore, the project is categorically exempted from CEQA as a Class 32 in-fill development under Section 15332 of the CEQA Guidelines. The project is consistent with the zoning and General Plan designation of the project site. The project is less than five acres in size and located in an urbanized area surrounded by development. The site has no value as habitat for endangered, threaten, or rare species. Approval of the project would not result in any significant impacts relating to traffic, air, water quality, and noise, and the site can be adequately served by all required utilities and public services.

2. All the conditions necessary for granting a Conditional Use Permit as set forth in Section 17.92.110 of the Corona Municipal Code do exist in reference to CUP2019-0007 for the following reasons:
 - a. *The proposal will not be detrimental to the public health, safety, convenience or general welfare, and will be in harmony with the various elements and objectives of the City's General Plan because the project meets or exceeds the development standards for properties in the Commercial Retail designation of the North Main Street Specific Plan and provides adequate vehicular access from Main Street and Parkridge Avenue.*
 - b. *The proposed use would not be detrimental to other existing and permitted uses in the general area of the project site because the use would be surrounded by other commercial uses that are similar or compatible with the proposed restaurant use. Furthermore, the project is designed in accordance with the development standards prescribed by the North Main Street Specific Plan for commercial areas and relates properly to the streets and highways as it designed with access from Main Street and Parkridge Avenue, both of which will be improved with the development of the proposed project.*
 - c. *The proposed use as conditioned complies with the development standards of the Commercial Retail designation of the North Main Street Specific Plan which allows restaurants with drive-through services by a conditional use permit.*
3. The proposal is consistent with the General Plan for the following reasons:
 - a. *The proposed commercial land use is consistent with the General Commercial designation of the General Plan that is established on the project site.*
 - b. *Development of the proposed use is consistent with the General Plan land use goal and policies established for the North Main Street area because it contributes to the revitalization and enhancement of the North Main Street corridor as a vital center for professional offices, entertainment, and retail activity with supportive commercial uses.*
4. The proposal is consistent with the North Main Street Specific Plan for the following reasons:
 - a. *The proposed use is permitted in the Commercial Retail designation by a conditional use permit per Section 4.3 of the North Main Street Specific Plan.*

b. The proposed use and overall project site comply with the development standards of the North Main Street Specific Plan as demonstrated by the project plans in Exhibits A through G.

PREPARED BY: SANDRA YANG, SENIOR PLANNER

SUBMITTED BY: JOANNE COLETTA, COMMUNITY DEVELOPMENT DIRECTOR

EXHIBITS

1. Resolution No. 2544
2. Locational and zoning map
3. Exhibit A - Site Plan
4. Exhibit B - Conditions of Approval
5. Exhibit C - Floor Plan
6. Exhibit D - Trash Enclosure Plan
7. Exhibit E - Elevations
8. Exhibit F - Landscape Plan
9. Exhibit G - Signage
10. Exhibit H - Applicant's letter describing the proposed restaurant use
11. Exhibit I - Applicant's letter describing how the project meets the granting criteria under CMC Section 17.92.110 for Conditional Use Permits
12. Exhibit J - Traffic Impact Study
13. Exhibit K - Striping Plan for Main Street and Parkridge Avenue
14. Exhibit L - Environmental Documentation

Case Planner: Sandra Yang (951) 736-2262