



CITY OF NEWPORT BEACH COMMUNITY DEVELOPMENT DEPARTMENT PLANNING DIVISION ACTION REPORT

TO: CITY COUNCIL, CITY MANAGER, AND PLANNING COMMISSION
FROM: Seimone Jurjis, Community Development Director
SUBJECT: Report of actions taken by the Zoning Administrator, and/or Planning Division staff for the week ending March 3, 2023.

ZONING ADMINISTRATOR ACTIONS MARCH 2, 2023

Item 1: Spanos Residence Coastal Development Permit (PA2022-0214)
Site Address: 2761 Bay Shore Drive

Action: Approved by Resolution No. ZA2023-009	Council District	6
---	------------------	---

Item 2: Aeronutronic Ford Soil Vapor Remediation Limited Term Permit (PA2022-0180)
Site Address: 94 Hartford Drive

Action: Approved by Resolution No. ZA2023-010	Council District	4
---	------------------	---

COMMUNITY DEVELOPMENT DIRECTOR OR PLANNING DIVISION STAFF ACTIONS (Non-Hearing Items)

Item 1: Starbucks Jamboree Road Staff Approval (PA2022-0165)
Site Address: 4501 Jamboree Road

Action: Approved	Council District	3
------------------	------------------	---

APPEAL PERIOD: An appeal or call for review may be filed with the Director of Community Development or City Clerk, as applicable, within fourteen (14) days following the date the action or decision was rendered unless a different period is specified by the Municipal Code (e.g., Title 19 allows ten (10) day appeal period for tentative parcel and tract maps, lot line adjustments, or lot mergers). For additional information on filing an appeal, contact the Planning Division at 949 644-3200.

RESOLUTION NO. ZA2023-009

A RESOLUTION OF THE ZONING ADMINISTRATOR OF THE CITY OF NEWPORT BEACH APPROVING A COASTAL DEVELOPMENT PERMIT TO DEMOLISH AN EXISTING SINGLE-FAMILY RESIDENCE AND CONSTRUCT A NEW TWO (2)-STORY SINGLE-FAMILY RESIDENCE AND ATTACHED TWO (2)-CAR GARAGE LOCATED AT 2761 BAYSHORE DRIVE (PA2022-0214)

THE ZONING ADMINISTRATOR OF THE CITY OF NEWPORT BEACH HEREBY FINDS AS FOLLOWS:

SECTION 1. STATEMENT OF FACTS.

1. An application was filed by Troy Weiland of Hayer Architecture, with respect to the property located at 2761 Bayshore Drive, requesting approval of a coastal development permit.
2. The lot at 2761 Bayshore Drive is legally described as Lot 22 of Tract No. 1014 Unit One of Bay Shores, in the City of Newport Beach.
3. The applicant requests a coastal development permit (CDP) to allow the demolition of an existing single-family residence and construction of a new 1,977-square-foot two (2)-story single-family residence with a 616-square-foot upper exterior terrace and attached 669-square-foot two (2)-car garage. The project includes a pool and a 2,311-square-foot landscape area, hardscape, walls, and drainage facilities. The project complies with all applicable development standards and no deviations are requested.
4. The subject property is designated RS-D (Single Unit Residential Detached) by the General Plan Land Use Element and is located within the R-1 (Single-Unit Residential) Zoning District.
5. The subject property is located within the coastal zone. The Coastal Land Use Plan category is RSD-B (Single Unit Residential Detached) – (6.0 – 9.9 DU/AC) and it is located within the R-1 (Single-Unit Residential) Coastal Zoning District.
6. A public hearing was held on March 2, 2023, online via Zoom. A notice of the time, place, and purpose of the hearing was given by the Newport Beach Municipal Code (NBMC). Evidence, both written and oral, was presented to and considered by, the Zoning Administrator at this hearing.

SECTION 2. CALIFORNIA ENVIRONMENTAL QUALITY ACT DETERMINATION.

1. This project is categorically exempt pursuant to Title 14 of the California Code of Regulations Section 15303, Division 6, Chapter 3, Guidelines for Implementation of the California Environmental Quality Act (CEQA) under Class 3 (New Construction or Conversion of Small Structures) because it has no potential to have a significant effect on the environment.

2. Class 3 exempts the demolition of up to three (3) single-family residences and construction of up to three (3) single-family residences in urbanized areas. The proposed project consists of the demolition of one (1) single-family residence and the construction of a new 1,977-square-foot two (2)-story single-family residence with a 616-square-foot upper exterior terrace and attached 669-square-foot two (2)-car garage.
3. The exceptions to this categorical exemption under Section 15300.2 are not applicable. The project location does not impact an environmental resource of hazardous or critical concern, does not result in cumulative impacts, does not have a significant effect on the environment due to unusual circumstances, does not damage scenic resources within a state scenic highway, is not a hazardous waste site, and is not identified as a historical resource.

SECTION 3. REQUIRED FINDINGS.

By Section 21.52.015 (Coastal Development Permits, Findings, and Decision) of the Newport Beach Municipal Code, the following findings, and facts in support of such findings are set forth:

Finding:

- A. *Conforms to all applicable sections of the certified Local Coastal Program.*

Facts in Support of Finding:

1. The proposed development complies with applicable residential development standards including, but not limited to, floor area limitation, setbacks, height, and parking.
 - a. The maximum floor area limitation is 5,440-square-feet and the proposed floor area is 2,646-square-feet.
 - b. The proposed development provides the minimum required setbacks, which are 10-feet along the front property line abutting Bay Shore Drive, 3-feet along each side property line, and 10-feet along the rear property line abutting the alley.
 - c. The highest guardrail is 17-foot 5-inches, less than the maximum allowed 24-feet, from the established grade (13.34 feet NAVD88) and the highest ridge is 26-foot 9-inches, less than the maximum allowed 29-feet from the established grade, which complies with the maximum height requirements.
 - d. The project includes garage parking for a total of two (2) vehicles and a golf cart, complying with the minimum two (2)-car garage parking requirement for single-family residences with less than 4,000 square feet of habitable floor area.
2. The neighborhood is predominantly developed with one (1)- and two (2)- story, single-family residences. The proposed design, bulk, and scale of the development are consistent with the existing neighborhood pattern of development.

3. The development is approximately 155-feet from the Newport Bay and is separated from the water by Bayshore Drive and a row of existing residential developments. The finished floor elevation of the first floor of the proposed structure is 14.0 feet based on the North American Vertical Datum of 1988 (NAVD88), which complies with the minimum 9.0-foot (NAVD88) elevation standard for new structures. The identified distances from the coastal hazard areas coupled with the 14.0-foot NAVD88 finish floor elevation will help to ensure the project is reasonably safe for the economic life of the structure.
4. The property is in an area known for the potential of seismic activity and liquefaction. All projects are required to comply with the California Building Code (CBC) and Building Division standards and policies. Geotechnical investigations specifically addressing liquefaction are required to be reviewed and approved before the issuance of building permits. Permit issuance is also contingent on the inclusion of design mitigation identified in the investigations. Construction plans are reviewed for compliance with approved investigations and CBC before building permit issuance.
5. The property is not located on the shoreline nor is it located within 100 feet of coastal waters. The project design addresses water quality with a construction erosion control plan and a post construction drainage system that includes drainage and percolation features designed to retain dry weather and minor rain event run-off on-site. Any water not retained on-site is directed to the City's storm drain system.
6. A priority Water Quality Management Plan (WQMP) has been prepared for the project by Thomas M. Ruiz dated, September 20, 2022. The WQMP includes a polluted runoff and hydrologic site characterization, a sizing standard for BMPs, the use of a LID approach to retain the design storm runoff volume on-site, and documentation of the expected effectiveness of the proposed BMPs. Construction plans will be reviewed for compliance with the approved WQMP before building permit issuance.
7. Proposed landscaping complies with Implementation Plan Section 21.30.075. A condition of approval is included that requires drought-tolerant species. Prior to the issuance of building permits, the final landscape plans will be reviewed to verify invasive species are not planted.

Finding:

- B. *Conforms with the public access and public recreation policies of Chapter 3 of the Coastal Act if the project is located between the nearest public road and the sea or shoreline of any body of water located within the coastal zone.*

Fact in Support of Finding:

1. The project site is located between the nearest public road and the sea or shoreline in the private Bayshore community. The community was developed in 1941 as a 258-lot single-family gated community located on the Lido Channel southwest of Coast Highway and Newport Bay Bridge. The project replaces an existing single-family residence located on a standard R-1 lot with a new single-family residence. Therefore, the project does not involve

a change in land use, density, or intensity that will result in increased demand for public access and recreation opportunities. Furthermore, the project is designed and sited (appropriate height, setbacks, etc.) so as not to block or impede existing public access opportunities.

2. No public vertical or lateral access is provided in the Bayshore community. Vertical and lateral access to the bay front is available adjacent to the Bayshore community at the Balboa Bay Club, approximately 1,400 feet west of the property. The project does not include any features that would obstruct access along these routes.
3. The project site is not located adjacent to a coastal view road, public viewpoint, public park or beach, or public accessway, as identified in the Coastal Land Use Plan. The nearest coastal viewpoint is in Castaways Park and is not visible from the site. As currently developed, the existing property and other residences along Bay Shore Drive are not located within the view shed of the park. Furthermore, an investigation of the project site and surrounding area did not identify any other public view opportunities. The project site may be located within the viewshed of distant public viewing areas; however, the project is located on an inland lot and will replace an existing single-family residence with a new single-family residence that complies with all applicable Local Coastal Program development standards and maintains a building envelope consistent with the existing neighborhood pattern of development. Therefore, the project does not have the potential to degrade the visual quality of the Coastal Zone or result in significant adverse impacts to public views.

SECTION 4. DECISION.

NOW, THEREFORE, BE IT RESOLVED:

1. The Zoning Administrator of the City of Newport Beach hereby finds this project is categorically exempt from the California Environmental Quality Act under Section 15303 under Class 3 (New Construction or Conversion of Small Structures) of the CEQA Guidelines, California Code of Regulations, Title 14, Division 6, Chapter 3 because it has no potential to have a significant effect on the environment and the exceptions to the Class 3 exemption do not apply.
2. The Zoning Administrator of the City of Newport Beach hereby approves Coastal Development Permit (PA2022-0214), subject to the conditions outlined in Exhibit "A," which is attached hereto and incorporated by reference.
3. This action shall become final and effective 14 days following the date this Resolution was adopted unless within such time an appeal or call for review is filed with the Community Development Director by the provisions of Title 21 Local Coastal Program (LCP) Implementation Plan, of the Newport Beach Municipal Code. Final action taken by the City may be appealed to the Coastal Commission in compliance with Section 21.64.035 (Appeal to the Coastal Commission) of the City's certified LCP and Title 14 California Code of Regulations, Sections 13111 through 13120, and Section 30603 of the Coastal Act.

PASSED, APPROVED, AND ADOPTED THIS 2nd DAY OF MARCH, 2023.



Benjamin M. Zieba, AICP, Zoning Administrator

EXHIBIT "A"**CONDITIONS OF APPROVAL****Planning Division**

1. The development shall be in substantial conformance with the approved site plan, floor plans, and building elevations stamped and dated with the date of this approval (except as modified by applicable conditions of approval).
2. No demolition or construction materials, equipment debris, or waste, shall be placed or stored in a location that would enter the sensitive habitat, receiving waters, or storm drains or result in impacts to environmentally sensitive habitat areas, streams, the beach, wetlands or their buffers. No demolition or construction materials shall be stored on public property.
3. The applicant is responsible for compliance with the Migratory Bird Treaty Act (MBTA). In compliance with the MBTA, grading, brush removal, building demolition, tree trimming, and similar construction activities shall occur between August 16 and January 31, outside of the peak nesting period. If such activities must occur inside the peak nesting season from February 1 to August 15, compliance with the following is required to prevent the taking of native birds under MBTA:
 - A. The construction area shall be inspected for active nests. If birds are observed flying from a nest or sitting on a nest, it can be assumed that the nest is active. Construction activity within 300 feet of an active nest shall be delayed until the nest is no longer active. Continue to observe the nest until the chicks have left the nest and activity is no longer observed. When the nest is no longer active, construction activity can continue in the nest area.
 - B. It is a violation of state and federal law to kill or harm a native bird. To ensure compliance, consider hiring a biologist to assist with the survey for nesting birds, and to determine when it is safe to commence construction activities. If an active nest is found, one or two short follow-up surveys will be necessary to check on the nest and determine when the nest is no longer active.
4. Revisions to the approved plans may require an amendment to this Coastal Development Permit or the processing of a new coastal development permit.
5. The project is subject to all applicable City ordinances, policies, and standards unless specifically waived or modified by the conditions of approval.
6. The applicant shall comply with all federal, state, and local laws. A material violation of any of those laws in connection with the use may be caused by the revocation of this Coastal Development Permit.
7. This Coastal Development Permit may be modified or revoked by the Zoning Administrator if determined that the proposed uses or conditions under which it is being

operated or maintained are detrimental to the public health, and welfare or materially injurious to property or improvements in the vicinity or if the property is operated or maintained to constitute a public nuisance.

8. *Prior to issuance of building permits, a copy of the Resolution, including conditions of approval Exhibit "A" shall be incorporated into the Building Division and field sets of plans.*
9. *Prior to issuance of building permits, the applicant shall submit a final landscape and irrigation plan. These plans shall incorporate drought-tolerant plantings, non-invasive plant species, and water-efficient irrigation design. The plans shall be approved by the Planning Division.*
10. All landscape materials and irrigation systems shall be maintained by the approved landscape plan. All landscaped areas shall be maintained in a healthy and growing condition and shall receive regular pruning, fertilizing, mowing, and trimming. All landscaped areas shall be kept free of weeds and debris. All irrigation systems shall be kept operable, including adjustments, replacements, repairs, and cleaning as part of regular maintenance.
11. Before the issuance of the building permit, the applicant shall pay any unpaid administrative costs associated with the processing of this application to the Planning Division.
12. Should the property be sold or otherwise come under different ownership, any future owners or assignees shall be notified of the conditions of this approval by the current property owner or agent.
13. This Coastal Development Permit shall expire unless exercised within 24 months from the date of approval as specified in Section 21.54.060 (Time Limits and Extensions) of the Newport Beach Municipal Code, unless an extension is otherwise granted.
14. To the fullest extent permitted by law, the applicant shall indemnify, defend and hold harmless the City, its City Council, its boards and commissions, officials, officers, employees, and agents from and against any claims, demands, obligations, damages, actions, causes of action, suits, losses, judgments, fines, penalties, liabilities, costs, and expenses (including without limitation, attorney's fees, disbursements, and court costs) of every kind and nature whatsoever which may arise from or in any manner relate (directly or indirectly) to City's approval of **Spanos Residence including but not limited to, Coastal Development Permit (PA2022-0214)**. This indemnification shall include, but not be limited to, damages awarded against the City, if any, costs of suit, attorney's fees, and other expenses incurred in connection with such claim, action, causes of action, suit, or proceeding whether incurred by the applicant, City, and/or the parties initiating or bringing such proceeding. The applicant shall indemnify the City for all the City's costs, attorney's fees, and damages, which the City incurs in enforcing the indemnification provisions outlined in this condition. The applicant shall pay to the City upon demand any amount owed to the City under the indemnification requirements prescribed in this condition.

Building Division

15. Best Management Practices (BMPs) and Good Housekeeping Practices (GHPs) shall be implemented before and throughout the duration of construction activity as designated in the Construction Erosion Control Plan.
16. The discharge of any hazardous materials into storm sewer systems or receiving waters shall be prohibited. Machinery and equipment shall be maintained and washed in confined areas specifically designed to control runoff. A designated fueling and vehicle maintenance area with appropriate berms and protection to prevent spillage shall be provided as far away from storm drain systems or receiving waters as possible.
17. Debris from demolition shall be removed from work areas each day and removed from the project site within 24 hours of the completion of the project. Stockpiles and construction materials shall be covered, enclosed on all sites, not stored in contact with the soil, and located as far away as possible from drain inlets and any waterway.
18. Trash and debris shall be disposed of in proper trash and recycling receptacles at the end of each construction day. Solid waste, including excess concrete, shall be disposed of in adequate disposal facilities at a legal disposal site or recycled at a recycling facility.
19. *Prior to the issuance of building permits, the applicant shall submit a final construction erosion control plan. The plan shall be subject to review and approval by the Building Division.*
20. *Prior to the issuance of building permits, the applicant shall submit a final drainage and grading plan. The plan shall be subject to review and approval by the Building Division.*
21. *Prior to the issuance of building permits, the final WQMP shall be reviewed and approved by the Building Division. The implementation shall comply with the approved erosion control plan and WQMP and any changes could require separate review and approval by the Building Division.*
22. Construction activities shall comply with Section 10.28.040 of the Newport Beach Municipal Code, which restricts hours of noise-generating construction activities that produce noise to between the hours of 7:00 a.m. and 6:30 p.m., Monday through Friday. Noise-generating construction activities are not allowed on Saturdays, Sundays, or Holidays.

23. All noise generated by the proposed use shall comply with the provisions of Chapter 10.26 and other applicable noise control requirements of the Newport Beach Municipal Code. The maximum noise shall be limited to no more than depicted below for the specified periods unless the ambient noise level is higher:

Location	Between the hours of 7:00 AM and 10:00 PM		Between the hours of 10:00 PM and 7:00 AM	
	Interior	Exterior	Interior	Exterior
Residential Property	45dBA	55dBA	40dBA	50dBA
Residential Property located within 100 feet of a commercial property	45dBA	60dBA	45dBA	50dBA
Mixed Use Property	45dBA	60dBA	45dBA	50dBA
Commercial Property	N/A	65dBA	N/A	60dBA

24. *The applicant shall provide a minimum of 3-foot-deep door landing on both sides of the entrance door.*

Public Works Department

25. *No encroachments are permitted within the limits of the utility easement located at the rear of the property, including but not limited to, planters, gate swing, first floor eaves, and foundations.*

Fire Department

26. *A fire sprinkler system shall be provided for the single-family residence.*
27. *A three (3)-foot wide walkway shall be provided on at least one side of the lot from Bayshore Drive to the alley for Fire Department access.*

RESOLUTION NO. ZA2023-010

A RESOLUTION OF THE ZONING ADMINISTRATOR OF THE CITY OF NEWPORT BEACH, CALIFORNIA, APPROVING A LIMITED TERM PERMIT FOR A SOIL VAPOR EXTRACTION AND TREATMENT SYSTEM LOCATED AT 94 HARTFORD DRIVE [NH] (PA2022-0180).

THE ZONING ADMINISTRATOR OF THE CITY OF NEWPORT BEACH HEREBY FINDS AS FOLLOWS:

SECTION 1. STATEMENT OF FACTS.

1. An application was filed by Emily Miller of WSP USA, in regards to the property located adjacent to 94 Hartford Drive, and legally described Lot 4 of Tract No. 12164 requesting approval of a Limited Term Permit for a soil vapor extraction and treatment system.

The applicant requests a limited term permit for the construction of a soil vapor extraction and treatment system for a term of 12 months. The soil vapor extraction and treatment system will consist of a 20-foot width by 12-foot depth by 10-foot height treatment system building, an underground pipe network (approximately 2,400 linear ft), and 13 extraction wells for soil gas remediation. The project requests a 3.2-foot separation distance where the required separation is 8 feet between buildings and encroachment in the 5-foot front setback per the PC-24 (Aeronutronic Ford Planned Community) development standards.

2. The subject property is designated Multiple Residential (RM) by the General Plan Land Use Element and is located within the Aeronutronic Ford Planned Community (PC24) Zoning District.
3. The subject property is not located within the coastal zone.
4. A public hearing was originally scheduled on January 26, 2023, online via Zoom. A notice of the time, place, and purpose of the hearing was given in accordance with the Newport Beach Municipal Code (NBMC). The Zoning Administrator indicated that the matter would not be considered at that time and was continued to the meeting of March 2, 2023.
5. A public hearing was held on March 2, 2023, online via Zoom. A notice of the time, place, and purpose of the hearing was given in accordance with the Newport Beach Municipal Code (NBMC). Evidence both written and oral, was presented to and considered by the Zoning Administrator at this hearing.

SECTION 2. CALIFORNIA ENVIRONMENTAL QUALITY ACT DETERMINATION.

1. This project is exempt from the California Environmental Quality Act (CEQA) under Section 15330 under Class 30 (Minor Actions to Prevent, Minimize, Stabilize, Mitigate or Eliminate the Release or Threat of Release of Hazardous Water or Hazardous Substances) and under Section 15308 under Class 8 (Actions by Regulatory Agencies for Protection of the

Environment) of the CEQA Guidelines, California Code of Regulations, Title 14, Division 6, Chapter 3 because it has no potential to have a significant effect on the environment.

2. The Class 30 exemption allows minor cleanup actions taken to prevent, minimize, stabilize, mitigate, or eliminate the release or threat of release of hazardous waste or substance which are small or medium removal actions costing \$1 million or less. The cleanup action shall not require the onsite use of a hazardous waste incinerator or thermal treatment unit, or the relocation of residences or businesses. The action shall not involve the potential release into the air of volatile organic compounds as defined in Health and Safety Code Section 25123.6, except for small-scale in situ soil vapor extraction and treatment systems which have been permitted by the local Air Quality Management District. The cleanup action must be consistent with all applicable state and local environmental permitting requirements such as off-site disposal, and air quality rules, and approved by the regulatory body with jurisdiction over the site.
3. The proposed soil vapor extraction and treatment system is consistent with the intent of the Class 30 exemption for minor cleanup actions as it proposes to mitigate the presence of volatile organic compounds (VOCs) in the soil without the use of a hazardous waste incinerator or thermal treatment unit. The project will not relocate any residences or businesses. Coordination with the South Coast Quality Air Management District (SCQAMD) has commenced and a permit for the release of volatile organic compounds into the air in small-scale in situ soil vapor extraction and treatment systems will be obtained. The project is consistent with all applicable state and local environmental permitting requirements and is approved by the Santa Ana Regional Water Quality Control Board. SCQAMD, as the lead agency, will adopt this CEQA exemption with their authorization of the project scope.
4. The Class 8 exemption allows actions taken by regulatory agencies as authorized by state law or local ordinance to assure the maintenance, restoration, enhancement, or protection of the environment where the regulatory process involves procedures for protection of the environment. Construction activities and relaxation of standards allowing environmental degradation are not included in this exemption.
5. The proposed soil vapor extraction and treatment system for soil vapor remediation has been mandated by the State of California Santa Ana Regional Water Quality Control Board as part of the required ongoing monitoring of groundwater and site conditions of the former Ford Facility. The project will remediate the existence of volatile organic compounds observed in the soil in order to protect the environment as well as the residents of the community. No construction activities or relaxation of standards that would cause environmental degradation are proposed and the project is consistent with the intent of the Class 8 exemption.

SECTION 3. REQUIRED FINDINGS.

In accordance with Section 20.52.040 (Limited Term Permits) of the Newport Beach Municipal Code, the following findings, and facts in support of such findings are set forth:

Finding:

- A. *The operation of the limited duration uses at the location proposed and within the period specified would not be detrimental to the harmonious and orderly growth of the City, nor endanger, jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, safety, or general welfare of persons residing or working in the neighborhood of the requested limited duration use;*

Facts in Support of Finding:

1. The treatment system building will be located adjacent to the residence at 94 Hartford Drive, along Country Club Drive, outside of common residential areas of the Bayridge Park Homeowner's Association. The building will be visually hidden from residents' sight as much as possible. The building will be designed with a gable roof and provide exterior siding painted to match the architectural exterior of the surrounding residential units along Hartford Drive. A new xeriscape landscape will be planted in and around the new treatment system building, which will help soften the visual impact of the structure.
2. An Acoustical Engineering Analysis was prepared by Yanchar Design & Consulting Group dated February 8, 2023. The predicted noise level in the Acoustical Engineering Analysis at the exterior of the treatment system building and adjacent residences of 92 and 96 Hartford Drive on the property is 48.8 dBA which is consistent with the allowable exterior noise standards of 55 dBA from 7:00 am to 10:00 pm and 50 dBA from 10:00 pm to 7:00 am in the Newport Beach Municipal Code. The predicted noise level at 61 Hillsdale Drive, the nearest off-site residence, is calculated to be 34.9 dBA. Therefore, the treatment system building is expected to meet the requirements of the City's regulations for both the same property and nearest adjacent residential property. To ensure compliance with the City's noise standards, Condition of Approval Nos. 17 and 18 have been added requiring an acoustic audit of the prefabricated building and treatment system unit running at its maximum capacity prior to installation, and a subsequent audit after installation.
3. To minimize impacts to the community from noise and construction, the treatment system building will be conditioned to be constructed off-site. The acoustic audit of the prefabricated building will be conducted off-site to ensure it complies with the City's noise standards prior to transportation of the treatment system building to the building site. After installation of the treatment system building on-site, a subsequent acoustic audit will be conducted to further ensure the building complies with the City's noise standards.
4. The wall of the treatment system building adjacent to the building at 94 Hartford Drive will be constructed with a two (2)-hour fire rated wall in accordance with the California Building Code (CBC) and Building Division standards and policies. Construction plans will be reviewed for compliance with the CBC and Building Division before building permit issuance.

5. The building will be secured to the concrete pad with anchors chosen for the earthquake risk parameters of the City of Newport Beach area. The treatment system building will additionally be secured with a monitoring system that will safely shut down the system in the event of an earthquake or other unforeseen natural disasters and an operations manager will be alerted of the shutdown. The treatment system will be monitored and inspected for potential damages prior to restart.
6. The treatment system is designed to meet the standards of the South Coast Air Quality Management District (SCAQMD) for the release of VOCs into the air at a level that is protective of the health of the community. The treatment system will incorporate two (2) granular activated carbon filters that will remove VOCs in the soil before the air is discharged from the treatment system. Continuous monitoring will be conducted as required by SCAQMD and findings will be reported to SCAQMD and the Water Board and will be made available to the public.

Finding:

- B. The subject lot is adequate in size and shape to accommodate the limited duration use without material detriment to the use and enjoyment of other properties located adjacent to and in the vicinity of the lot;*

Facts in Support of Finding:

1. The subject lot is within Planning Area 8 (Attached Residential) of the Aeronutronic Ford Planned Community, which is approximately 12 acres in size. The proposed building will be located adjacent to the residence of 94 Hartford Drive and Country Club Road and will not negatively impact on-site vehicular circulation.
2. As conditioned, the treatment system building will require an acoustic audit prior to transportation of the building onto the property and after installation on-site to ensure it meets the allowable exterior noise standards of the Newport Beach Municipal Code.
3. The treatment system will be located within a new prefabricated building, which is 20 feet by 12 feet and 240 square feet in size. The building is 10-feet 2-inches to the top of the roof and 13-feet 5-inches to the top of the air exhaust. The existing dwelling is two (2)-stories and the proposed treatment system building will be visually hidden from the residents of the Bayridge Park community as much as possible.
4. The treatment system building will be located on private property and will not impact pedestrian or vehicular access along Country Club Drive.
5. Given its location, the treatment system building will be most visible to the adjacent residents of 94 Hartford Drive and to the residents of the One Ford Road community that takes access from Country Club Drive. As designed and conditioned, the treatment system building will be designed with a gable roof and provide exterior siding painted to match the architectural exterior of the surrounding residential units

along Hartford Drive and landscaped with new xeriscape plantings to help soften the visual impacts from the adjacent private street.

6. Locations along Bison Avenue, a public right-of-way, were considered for the project; however, the area was determined to not provide adequate space for the placement of the building. Significant grading into the slope would be required to install the building and the construction of new retaining walls would be needed to not impact the structural integrity of the existing retaining walls surrounding the Bayridge Park community. Given that this is a temporary project, this alternative was deemed infeasible.
7. Additional locations along Country Club Drive were considered providing a greater separation from 94 Hartford Drive. Unfortunately, the landscape parkway was either too narrow to accommodate the facility or too steep, requiring significant grading that would impact the condition of the Bayridge Park community and structural integrity of the existing retaining walls surrounding the community.
8. Alternative locations were considered within the Bayridge Park community within landscaped areas that provided adequate building separation from residents. These areas would require significant removal of existing trees within the community and the placement of the treatment system building will cause a disruption to existing drainage and creek beds. Additionally, placement of the treatment system building in these areas will create heavy visual impacts within the community and remove much needed parking for the residents.
9. In total, seven (7) options were considered for the location of the soil vapor extraction system where the factors included: disruption to the neighborhood, proximity to homes, impact on parking, permitting complexity, implementation complexity, and power connection complexity. These factors were reviewed on a scale from low, medium, high, to infeasible. Six (6) of the options encountered infeasibilities due to either impact on parking, permitting complexity, implementation complexity, or power connection complexity. Due to these infeasibilities, the location adjacent to 94 Hartford Drive was selected.

Finding:

- C. *The subject lot is adequately served by streets or highways having sufficient width and improvements to accommodate the kind and quantity of traffic that the limited duration use would or could reasonably be expected to generate;*

Facts in Support of Finding:

1. The proposed treatment system building will be located adjacent to an existing private street, which is an entryway into the One Ford Road community. The building location is within an existing sloped and landscaped area that will not interfere with any circulation drive aisles.

2. The soil vapor extraction and treatment system will require ongoing on-site monitoring and maintenance that will consist of one (1) or two (2) field staff visiting the site approximately once a month to collect samples and perform maintenance as needed. No large commercial vehicles are required for monthly monitoring and maintenance and no impact or increase in traffic is expected.
3. Carbon changeouts that require a vacuum truck and one (1) truck trailer and boom lift attachment parked on Country Club Drive are to take place two (2) times per year for 4 to 6 hours at a time. This routine maintenance has a low frequency and will not completely obstruct the traffic circulation on Country Club Drive. Country Club Drive is a private street in a private community and is not subject to additional permits from Public Works. The Bayridge Park Homeowner's Association and One Ford Road Homeowner's Association will be notified at least seven (7) days before maintenance.

Finding:

D. Adequate temporary parking to accommodate vehicular traffic to be generated by the limited duration use would be available either on-site or at alternate locations acceptable to the Zoning Administrator; and

Fact in Support of Finding:

1. Planning Area 8 of the Aeronutronic Ford Planned Community requires a minimum of two (2) guest parking spaces per cluster unit development where cluster unit development is defined as a combination or arrangement of attached or detached dwellings and their accessory structures on contiguous or related building sites. As conditioned, field staff performing on-site monitoring and maintenance will utilize the on-site guest parking spaces within the Bayridge Park Community during monthly visits.

Finding:

E. The limited duration use is consistent with all applicable provisions of the General Plan, any applicable specific plan, the Municipal Code, and other City regulations.

Facts in Support of Finding:

1. The limited term permit would allow the limited duration use to deviate from setback requirements and building separation requirements of the Aeronutronic Ford Planned Community (PC24) Zoning District pursuant to Section 20.52.040 (Limited Term Permits) of the Newport Beach Municipal Code.
2. The temporary (one [1]-year duration) treatment system building is conditioned to comply with all other applicable provisions of the General Plan, Municipal Code, and other City regulations.

3. The treatment system building is conditioned to comply with all applicable provisions of the City's allowable exterior noise level. Condition of Approval Nos. 17 and 18 have been added requiring an acoustic audit of the prefabricated building and treatment system unit running at its maximum capacity prior to installation, and a subsequent audit after installation.

SECTION 4. DECISION.

NOW, THEREFORE, BE IT RESOLVED:

1. The Zoning Administrator of the City of Newport Beach hereby finds this project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15330 under Class 30 (Minor Actions to Prevent, Minimize, Stabilize, Mitigate or Eliminate the Release or Threat of Release of Hazardous Water or Hazardous Substances) and Section 15308 under Class 8 (Actions by Regulatory Agencies for Protection of the Environment) of the CEQA Guidelines, California Code of Regulations, Title 14, Division 6, Chapter 3 because it has no potential to have a significant effect on the environment.
2. The Zoning Administrator of the City of Newport Beach hereby approves the Limited Term Permit (PA2022-0180), subject to the conditions outlined in Exhibit A, which is attached hereto and incorporated by reference.
3. This action shall become final and effective 14 days following the date this Resolution was adopted unless within such time an appeal or call for review is filed with the Community Development Director by the provisions of Title 20 Planning and Zoning, of the Newport Beach Municipal Code.

PASSED, APPROVED, AND ADOPTED THIS 2ND DAY OF MARCH 2023.



Benjamin M. Zieba, AICP, Zoning Administrator

EXHIBIT "A"**CONDITIONS OF APPROVAL****Planning Division**

1. The development shall be in substantial conformance with the approved site plan, floor plans, and building elevations stamped and dated with the date of this approval (except as modified by applicable conditions of approval).
2. The project is subject to all applicable City ordinances, policies, and standards unless specifically waived or modified by the conditions of approval.
3. The applicant shall comply with all federal, state, and local laws. A material violation of any of those laws in connection with the use may be caused the revocation of this limited term permit.
4. This Limited Term Permit may be modified or revoked by the Zoning Administrator if determined that the proposed uses or conditions under which it is being operated or maintained are detrimental to the public health, welfare or materially injurious to property or improvements in the vicinity or if the property is operated or maintained to constitute a public nuisance.
5. This Limited Term Permit shall expire twelve (12) months from the date of final issuance of the building permit unless an extension of up to one (1) additional period of 12 months is granted by the Zoning Administrator in compliance with Section 20.54.060 (Time Limits and Extensions) of the Zoning Code. A letter requesting the extension shall be submitted to the Planning Division no later than thirty (30) days before the expiration date of this permit.
6. *Upon completion of this soil remediation project, the applicant is required to obtain a demolition permit from the City's Building Division and the site shall be returned to its former conditions prior to construction.*
7. *The treatment system building shall be designed with a gable roof and provide siding painted to match colors that are architecturally compatible with surrounding residential units.*
8. *Maintenance vehicles shall utilize residential guest spaces within the Bayridge Park community with approval from the Bayridge Park Homeowner's Association when working at the soil vapor extraction system and treatment facility.*
9. *Maintenance requiring large commercial vehicles shall be permitted to park on Country Club Road no more than two (2) times per calendar year unless otherwise required for health and safety. The applicant shall notify the Bayridge Park Homeowner's Association and the One Ford Road Homeowner's Association in writing at least seven (7) days before performing maintenance.*

10. *Prior to the issuance of building permits, the A/C unit serving 94 Hartford shall be relocated so that it does not interfere with the building separation between the prefabricated building and the residential unit.*
11. *Prior to the issuance of building permits, the project plans shall be modified to demonstrate that any disturbed landscape areas shall be replanted with water-efficient landscaping by Chapter 14.17 (Water Efficient Landscaping).*
12. *Prior to the issuance of a final building permit, the applicant shall obtain approval for a Permit to Construct (P/C) from the South Coast Quality Air Management District.*
13. Any change in operational characteristics, expansion in the area, or other modification to the approved plans, shall require additional review from the Planning Division and may require an amendment to this Limited Term Permit or the processing of a new Limited Term Permit.
14. A copy of the Resolution, including conditions of approval Exhibit "A" shall be incorporated into the Building Division and field sets of plans before issuance of the building permits.
15. *Prior to the issuance of a building permit, the applicant shall submit a landscape and irrigation plan prepared by a licensed landscape architect. These plans shall demonstrate the restoration of surrounding landscaping to provide further screening for the treatment system building.*
16. *Prior to the issuance of a building permit, the applicant shall pay any unpaid administrative costs associated with the processing of this application to the Planning Division.*
17. *The treatment system unit shall be constructed off-site and prior to the transportation of the prefabricated treatment system unit to the project site and after installation of the structure, an acoustic audit shall be performed to ensure that the noise level observed at the exterior of the structure meets the allowable exterior noise standards of Chapter 10.26 and other applicable noise control requirements of the Newport Beach Municipal Code. The results of the acoustic audit shall be submitted to the Planning Division prior to final inspection of the building permit.*

18. All noise generated by the proposed use shall comply with the provisions of Chapter 10.26 and other applicable noise control requirements of the Newport Beach Municipal Code. The maximum noise shall be limited to no more than depicted below for the specified periods unless the ambient noise level is higher:

Location	Between the hours of 7:00 AM and 10:00 PM		Between the hours of 10:00 PM and 7:00 AM	
	Interior	Exterior	Interior	Exterior
Residential Property	45dBA	55dBA	40dBA	50dBA
Residential Property located within 100 feet of a commercial property	45dBA	60dBA	45dBA	50dBA
Mixed Use Property	45dBA	60dBA	45dBA	50dBA
Commercial Property	N/A	65dBA	N/A	60dBA

19. Should the property be sold or otherwise come under different ownership, any future owners or assignees shall be notified of the conditions of this approval by either the current business owner, property owner, or leasing agent.
20. Construction activities shall comply with Section 10.28.040 of the Newport Beach Municipal Code, which restricts hours of noise-generating construction activities that produce noise to between the hours of 7:00 a.m. and 6:30 p.m., Monday through Friday, and 8:00 a.m. and 6:00 p.m. on Saturday. Noise-generating construction activities are not allowed on Sundays or Holidays.
21. This approval shall expire and become void unless exercised within 24 months from the actual date of review authority approval, except where an extension of time is approved in compliance with the provisions of Title 20 Planning and Zoning of the Newport Beach Municipal Code.
22. To the fullest extent permitted by law, the applicant shall indemnify, defend and hold harmless the City, its City Council, its boards and commissions, officials, officers, employees, and agents from and against any claims, demands, obligations, damages, actions, causes of action, suits, losses, judgments, fines, penalties, liabilities, costs, and expenses (including without limitation, attorney’s fees, disbursements, and court costs) of every kind and nature whatsoever which may arise from or in any manner relate (directly or indirectly) to City’s approval of **Aeronutronic Ford Soil Vapor Remediation including, but not limited to, Limited Term Permit (PA2022-0180)**. This indemnification shall include, but not be limited to, damages awarded against the City, if any, costs of suit, attorney’s fees, and other expenses incurred in connection with such claim, action, causes of action, suit or proceeding whether incurred by the applicant, City, and/or the parties initiating or bringing the such proceeding. The applicant shall indemnify the City for all of the City's costs, attorneys' fees, and damages that which City incurs in enforcing the indemnification provisions outlined in this condition. The applicant shall pay to the City upon demand any amount owed to the City under the indemnification requirements prescribed in this condition.

Fire Department

23. A three (3)-foot wide walkway shall be provided on at least one (1) side of the lot from Country Club Drive for Fire Department access.

Building Division

24. The applicant is required to obtain all applicable permits from the City's Building Division and Fire Department. The construction plans must comply with the most recent, City-adopted version of the California Building Code.
25. A list of "good housekeeping" practices will be incorporated into the long-term post-construction operation of the site to minimize the likelihood that pollutants will be used, stored, or spilled on the site that could impair water quality. These may include frequent parking area vacuum truck sweeping, removal of wastes or spills, limited use of harmful fertilizers or pesticides, and the diversion of stormwater away from potential sources of pollution (e.g., trash receptacles and parking structures). The Stage 2 WQMP shall list and describe all structural and non-structural BMPs. In addition, the WQMP must also identify the entity responsible for the long-term inspection, maintenance, and funding for all structural (and if applicable Treatment Control) BMPs.

Electrical, Mechanical, and Plumbing Division

26. All exhaust air shall terminate outside of the treatment system building in accordance with the requirements of California Mechanical Code 502.0.
27. Discharged liquid waste or sewage shall be connected properly to the drainage system of the premises in accordance with the requirements pursuant to California Plumbing Code, Chapter 7.
28. *Prior to issuance of a building permit, the applicant shall ensure the location of the exhaust is adequately sited away from any residential building openings.*



COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION
100 Civic Center Drive, P.O. Box 1768, Newport Beach, CA 92658-8915
949-644-3200
www.newportbeachca.gov

COMMUNITY DEVELOPMENT DIRECTOR ACTION LETTER

Subject: Starbucks Jamboree Road (PA2022-0165)
▪ Staff Approval for Substantial Conformance

Site Location 4501 Jamboree Road

Applicant Starbucks Coffee Company

Legal Description Parcel 2 of Resubdivision No. 0557 in Book 108, Page 27 of Parcel Maps

On **March 2, 2023**, the Community Development Director found substantial conformance and approved Staff Approval (PA2022-0165) to allow the conversion of a Wienerschnitzel drive-thru restaurant into a Starbucks drive-thru café located at 4501 Jamboree Road. The proposed changes do not intensify the existing use and are in substantial conformance with Use Permit No. UP1797C. This approval is based on the following analysis.

LAND USE AND ZONING

- **General Plan Land Use Plan Category:** Mixed Use Horizontal 2 (MU-H2)
- **Zoning District:** PC-15 (Koll Center Office Site G)

I. PREVIOUS APPROVALS FOR EXISTING USE

On July 15, 1976, the Planning Commission approved Use Permit No. UP1797 to construct and operate a Wienerschnitzel drive-thru and restaurant within Office Site G of the Koll Center Planned Community (PC-15). The restaurant proposed a drive-thru aisle with a take-out window, a 630 square foot dining room, a kitchen, service counter, restroom facilities, office, and back-of-house storage for an approximate total of 2,100-square-feet of gross floor area. The original proposed hours of operation were from 10:30 a.m. to 11 p.m. While the Newport Beach Municipal Code (NBMC) required 42 parking spaces, the applicant proposed 32-onsite parking spaces with the potential for up to 8 additional cars queued in the drive-thru aisle. The Planning Commission approved the reduced number.

On February 10, 1983, the Planning Commission approved an amendment to UP1797 to add 850 square feet of outdoor dining space. As a part of the amendment, the applicant submitted a parking study demonstrating the provided on-site parking was adequate. The number of required onsite parking spaces was further reduced by one space to 31 and capacity for 8 additional cars queued in the drive-thru aisle.

On September 6, 1984, the Planning Commission approved a second amendment to UP1797 to allow the service of on-sale beer and wine. No further changes to parking the requirements were made.

On June 20, 1985, the Planning Commission approved a third amendment to UP1797 to allow the enclosure of a portion of the outdoor dining area. The newly enclosed floor area would be used as an ice cream sales area and resulted in an approximate gross floor area of 2,300 square feet. No changes to the parking requirements were made.

II. CURRENT OPERATIONAL CHARACTERISTICS

The restaurant currently operates in accordance with UP1797 and its amendments. Current hours of operation are from 9 a.m. to 10 p.m., daily. The restaurant provides 47 indoor seats and 32 outdoor seats.

In 2016, the operator received a building permit to add a storage room at the rear of the building bringing the total gross floor area of the restaurant to approximately 2,668 square feet. The accessibility upgrades required by the California Building Code as part of the storage room addition reduced the total number of onsite parking spaces to 30. A reduction in required onsite parking spaces provided to accommodate an accessibility upgrade associated with tenant improvements is allowed by the Director pursuant to NBMC 20.40.110 (Adjustments to Off-Street Parking Requirements). The drive-thru continues to provide stacking for 8 cars.

III. PROPOSED CHANGES

The applicant requests a staff approval for substantial conformance with UP1797 and its amendments to convert the existing restaurant into a Starbucks.

Table 1 below summarizes the proposed changes to the existing restaurant:

Table 1 – Existing Condition versus Proposed Condition		
	Existing	Proposed
Gross Floor Area	2,668 square feet	2,117 square feet
Number of Indoor Seats	47 seats	25 seats
Number of Outdoor Seats	32 seats	16 seats
Number of Parking Spaces	30 parking spaces	30 parking spaces
Drive-thru Capacity	9 cars	13 cars
Hours of Operation	9 a.m. to 10 p.m., daily	5 a.m. to 11 p.m., daily

Other building improvements include a refinish of the exterior façade to be consistent with Starbucks branded paint colors, materials, and signage. A new 144.5 square foot trash enclosure is proposed along the rear property line and new landscape will be installed along the front property line, interior property lines, and adjacent to the drive-thru lane. The project plans are available as Attachment No. CD 4.

The project will also update the site to improve circulation and queuing capacity. At the direction of the City Traffic Engineer, a Drive-Thru Queuing, Site Access, and Parking Evaluation was prepared by Linscott Law & Greenspan, Engineers, dated February 16, 2023, and is available as Attachment No. CD 3. The findings of this professional evaluation support the adequacy of the proposed design and configuration of the drive-thru facility and site access points in serving drive-thru queues as well as inbound and outbound traffic generated by the project.

IV. FINDINGS

Pursuant to Section 20.54.070 (Changes to an Approved Project) of the NBMC, the Community Development Director may authorize minor changes to an approved site plan, architecture, or the nature of the approved use without a public hearing where the Director first finds that the changes:

Finding:

A. *The changes are consistent with all applicable provisions of this Zoning Code.*

Facts in Support of Finding:

1. The project site is located within the PC-15 (Koll Center Office Site G) Zoning District. Restaurants are an allowed use within the designated commercial areas of PC-15. Specifically, Office Site G is allowed three (3) restaurant, bar, or theater/nightclub sites.
2. Part II (Commercial), Section I (Site Area and Building Area) of PC-15 provides allowable building area for sites located within Office Site G. The project results in a reduction to gross floor area.
3. Part II (Commercial), Section III (General Development Standards for Commercial Land), subsection C (Setbacks) requires a 30-foot front setback and no side or rear setback. The remodeled building is set back approximately 80 feet from the front property line.
4. Part II (Commercial), Group V (Restaurants), subsection E (Building Height) of PC-15 suggests a maximum height limit of thirty-five (35) feet. The remodeled building will measure only 16 feet, 5 inches from the existing grade to the highest parapet and is within the suggested height limit.

Finding:

B. *The changes do not involve a feature of the project that was a basis for or subject of finding or exemptions in a negative declaration or Environmental Impact Report for the project.*

Facts in Support of Finding:

1. The project was originally found to be categorically exempt from the requirements of CEQA under Section 15301, Class 1 (Existing Facilities). Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use.
2. The proposed changes will alter an existing fast-food restaurant and will ultimately result in a reduction to both gross floor area of the restaurant and total onsite seating. Operational changes to the existing restaurant, such as the hours, will not result in an intensification of use or an expansion of use beyond the existing drive-thru use. The proposed changes are categorically exempt under Section 15301 (Existing Facilities).

Finding:

- C. *The changes do not involve a feature of the project that was specifically addressed or was the subject of a condition(s) of approval for the project or that was a specific consideration by the applicable review authority in the project approval.*

Facts in Support of Finding:

1. The property is within a developed neighborhood and the existing use of the building as a drive-thru restaurant will remain.
2. The proposed project was reviewed by relevant City departments including the Building Division, Public Works Department, and Fire/Life Safety Services. It was determined that adequate public and emergency vehicle access, public services, and utilities are provided to the subject property.
3. The proposed changes do not involve a feature that was specifically addressed in the approval for Use Permit No. UP1797 and its amendments.
4. In no past approvals were any limitations placed on the hours of operation for the restaurant nor were the hours used to make any required findings.
5. The project will not result in a reduction to the number of provided on-site parking spaces.
6. Project assumptions have been included as a part of this Staff Approval to provide zoning clearance for the use. For example, Assumption No. 5 assumes the hours of operation for drive-thru service and dining areas to be from 5 a.m. to 11 p.m., daily, and that all customers shall vacate the specified premises after these designated closing times.
7. Given the operational characteristics of the restaurant, noise from music or voices is unlikely to be generated at a level loud enough to impact surrounding uses. The largest stationary source of noise will be the speaker from the ordering system.

Assumption No. 7 assumes the ordering system will be equipped with automatic volume control (AVC) that allows for adjustments if noise is found to be problematic.

Finding:

- D. *The changes do not result in an expansion or change in operational characteristics of the use.*

Facts in Support of Finding:

1. The project consists of a minor alteration to an existing fast-food restaurant and a modification to hours of operation that do not constitute late hours or beyond 11 p.m. The project does not incorporate a new use or intensify the existing use.
2. All Facts in Support of Finding C incorporated by reference.

V. CONDITIONS AND ASSUMPTIONS

1. All previous conditions of approval for Conditional Use Permit No. UP1979C shall remain in force and effect, as stated in Attachment No. CD 2.
2. Prior to the Issuance of a Building Permit, a copy of the Staff Approval shall be incorporated into the Building Division and field sets of plans.
3. To the fullest extent permitted by law, the applicant shall indemnify, defend and hold harmless City, its City Council, its boards and commissions, officials, officers, employees, and agents from and against any claims, demands, obligations, damages, actions, causes of action, suits, losses, judgments, fines, penalties, liabilities, costs, and expenses (including without limitation, attorney's fees, disbursements, and court costs) of every kind and nature whatsoever which may arise from or in any manner relate (directly or indirectly) to City's approval of **Starbucks Jamboree Road including, but not limited to, Staff Approval (PA2022-0165)**. This indemnification shall include, but not be limited to, damages awarded against the City, if any, costs of suit, attorney's fees, and other expenses incurred in connection with such claim, action, causes of action, suit, or proceeding whether incurred by the applicant, City, and/or the parties initiating or bringing such proceeding. The applicant shall indemnify the City for all the City's costs, attorneys' fees, and damages that which City incurs in enforcing the indemnification provisions outlined in this condition. The applicant shall pay to the City upon demand any amount owed to the City pursuant to the indemnification requirements prescribed in this condition.

The following assumptions are specific to providing zoning clearance through this Staff Approval and do not serve to modify or amend those conditions of the original permit. If any of these assumptions change, the project may no longer be in substantial conformance and may require the processing of a new use permit. In particular, this determination of substantial conformance is based on the following:

4. The project shall be substantially similar to the approved site plan and floor plan (Attachment No. CD 4).
5. The hours of operation for drive-thru service and dining areas shall be limited to 5 a.m. to 11 p.m., daily. All customers shall vacate the specified premises after these designated closing times.
6. The gross floor area shall be limited to 2,117 square feet with a maximum of 25 seats. The outdoor dining area shall be limited to 322 square feet with a maximum of 16 seats.
7. The drive-thru order speaker shall be equipped with automatic volume control (AVC) and the drive-thru menu board shall be equipped with automatic brightness control to automatically adjust to the brightness level in connection with the brightness of the sun. The menu board shall turn off during closing hours.

APPEAL PERIOD: An appeal or call for review may be filed with the Director of Community Development or City Clerk, as applicable, within fourteen (14) days following the date the action or decision was rendered unless a different period is specified by the NBMC. For additional information on filing an appeal, contact the Planning Division at 949-644-3200.

Prepared by:

Approved by:



Joselyn Perez
Associate Planner



Seimone Jurjis, PE, CBO
Community Development Director

BMZ/jp

Attachments: CD 1 Vicinity Map
 CD 2 Use Permit No. UP1797C
 CD 3 Drive-Thru Queuing, Site Access, and Parking Evaluation
 CD 4 Project Plans

Attachment No. CD 1

Vicinity Map

VICINITY MAP



Staff Approval
(PA2022-0165)

4501 Jamboree Road

Attachment No. CD 2

Use Permit No. UP1797C

USE PERMIT APPLICATION
CITY OF NEWPORT BEACH

No. 1797A
Application Rec'd by skinner
Fee: \$ 688⁰⁰

PLANNING DEPARTMENT
3300 Newport Boulevard
P. O. Box 1768
Newport Beach, CA 92658-8915
(714) 644-3200

Applicant (Print) DER WIENERSCHNITZEL INTERNATIONAL, INC. Phone 714/752/5800

Mailing Address P. O. Box 7460, Newport Beach, CA 92658-7460

Property Owner Thomas and Lynn Wooldridge Phone 805/434-1657

Mailing Address 4 Santa Rita Ranch Road, Templeton, CA 93465

Address of Property Involved 4501 Jamboree Road, Newport Beach, California

Purpose of Application (describe fully) The applicant would like to add an ice cream sales area to the existing fast food restaurant by deleting some of the existing outdoor dining areas. This will decrease the seating capacity for indoor and outdoor dining by approx. 24 seats.

Zone P-C Present Use fast-food restaurant

Legal Description of Property Involved (if too long, attach separate sheet)
Parcel 2 of Lot 1 of Tract No. 7953, City of Newport Beach, County of Orange, State of California, commonly known as 4501 Jamboree Road, Newport Beach, California, as per Maps recorded in Book 108 Pages 27 and 28 of Parcel Maps in the office of the County Recorder of Orange County, California.

OWNER'S AFFIDAVIT

~~I~~ (We) Thomas H. And Lynn K. Wooldridge depose and say that ~~I am~~ (we are) the owner(s) of the property(ies) involved in this application. ~~I~~ (We) further certify, under penalty of perjury, that the foregoing statements and answers herein contained and the information herewith submitted are in all respects true and correct to the best of ~~my~~ (our) knowledge and belief.

Signature(s) Thomas H. Wooldridge 5/20/85
Lynn K. Wooldridge 5-20-85

NOTE: An agent may sign for the owner if written authorization from the record owner is filed with the application.

DO NOT COMPLETE APPLICATION BELOW THIS LINE

Date Filed 5-24-85 Fee Pd. 688⁰⁰ Receipt No. _____

Hearing Date 6-20-85

Posting Date _____ Mail Date _____

P. C. Action _____ Date _____

Appeal _____ C. C. Hearing _____

C. C. Action _____ Date _____

EICHENHOFER
GOFF
KOPPELMAN
KURLANDER
PERSON
TURNER
WINBURN

City of Newport Beach

ROLL CALL

INDEX

~~60,000 sq. ft. of Administrative, Professional, Financial Commercial uses on the vacant site north of the Post Office. Said General Plan Amendment will also look at development potential on underdeveloped sites in the immediate area.~~

- 3. The subject property has been developed in accordance with the City's General Plan and zoning. No further development rights exist on the subject site.
- 4. The subject property is currently leased to A.T.T. by The Irvine Company. There are approximately ten years remaining on the lease. The Irvine Company has indicated that the uses requested would not be permitted under the existing lease, and the Company has no current plans for a change in use.
- 5. The Planning Department has sufficient workload and projects of higher priority assigned to it, as noted in the staff report.
- 6. This request raises an issue as to the intent of the City Council under Council Policy Q-1 and the right of citizens to make requests for General Plan Amendments which specifically affect individual properties in which they have no right, title or interest.

* * *

Use Permit No. 1797 (Amended) (Public Hearing)

Request to amend a previously approved use permit which allowed the establishment of a take-out restaurant with on-sale beer and wine and an outdoor eating area. The proposed amendment includes a request to enclose a portion of the existing outdoor eating area so as to establish an ice cream sales area within the subject restaurant.

LOCATION: Parcel No. 2 of Parcel Map 108-27 (Resubdivision No. 577), located at 4501 Jamboree Road, between Birch Street and MacArthur Boulevard, in the Koll Center Newport Planned Community.

ZONE: P-C

Item No. 4

UP1797A

Approved

EICHENHOFEN
GOFF
KOPPELMAN
KURLANDER
PERSON
TURNER
WINBURN

City of Newport Beach

ROLL CALL

INDEX

CONDITIONS:

1. That development shall be in substantial conformance with the approved plot plan, floor plan and elevations.
2. That all applicable conditions of approval of the original Use Permit No. 1797 and subsequent amendments shall be fulfilled.

* * *

Site Plan Review No. 39 (Public Hearing)

Item No. 5

Request to permit the construction of a retail commercial Parcel 1 of Parcel Map No. 84-726, (Resubdivision No. 796), located at 3100 East Coast Highway, on the northeasterly corner of East Coast Highway and Jasmine Avenue, in Corona del Mar.

SPR 39

Approved

ZONE: C-1

APPLICANT: Ernest George, Corona del Mar

OWNER: Same as applicant

Planning Director James Hewicker stated that the service station storage tanks on the site were removed in July, 1984, at which time an inspector from the Fire Department was present, wherein there was no determination or observation that there was any storage tank leakage or contamination.

In response to a question posed by Commissioner Kurlander, Mr. William Laycock, Current Planning Administrator, advised that the parking requirements are determined by the gross floor area of a building, exclusive of exterior walls.

In reference to Condition No. 28, Commissioner Goff inquired how to revoke the approval of a Site Plan Review? Mr. Hewicker replied that language could be added that if there are situations that occur in the future, wherein the Planning Commission has determined that a problem has been created, then the Planning Commission could have the situations corrected rather than revoke the Site Plan Review. Chairman Winburn concurred to correct Condition No. 28 to state that the condition should read "Site Plan Review" instead of

CITY OF NEWPORT BEACH

TO: Planning Commission
FROM: Planning Department
SUBJECT: Use Permit No. 1797 (Amended) (Public Hearing)

Request to amend a previously approved use permit which allowed the establishment of a take-out restaurant with on-sale beer and wine and an outdoor eating area. The proposed amendment includes a request to enclose a portion of the existing outdoor eating area so as to establish an ice cream sales area within the subject restaurant.

LOCATION: Parcel No. 2 of Parcel Map 108-27 (Resubdivision No. 577), located at 4501 Jamboree Road, between Birch Street and MacArthur Boulevard, in the Koll Center Newport Planned Community.

ZONE: P-C

APPLICANT: Der Wienerschnitzel International, Inc., Newport Beach

OWNERS: Thomas H. and Lynn K. Wooldridge, Templeton

Application

This application is a request to amend a previously approved use permit which allowed the establishment of a take-out restaurant with on-sale beer and wine and an outdoor eating area. The proposed amendment includes a request to enclose a portion of the existing outdoor eating area so as to establish an ice cream sales area within the subject restaurant. In accordance with Section 20.30.035 of the Newport Beach Municipal Code, changes in the operational and physical design characteristics of a restaurant require the securing of a use permit in each case. Use Permit procedures are outlined in Chapter 20.80 of the Newport Beach Municipal Code.

Environmental Significance

This project has been reviewed and it has been determined to be categorically exempt under Class 1 (Existing Facilities) from the requirements of the California Environmental Quality Act.

Conformance with the General Plan

The Land Use Element of the General Plan designates the site for "Administrative, Professional, and Financial Commercial" and "Retail and Service Commercial" uses. The subject restaurant conforms with the uses permitted.

TO:

Planning Commission -2.

Subject Property and Surrounding Land Use

The "Der Wienerschnitzel" take-out restaurant, related drive-through lane and parking areas are located on the subject property. To the north, is Baxter's Restaurant and related parking area; to the east, across Jamboree Road is a portion of the University of California, Irvine, property; and to the south and west are commercial office and industrial uses and related parking areas.

Background

At its meeting of July 15, 1976, the Planning Commission approved Use Permit No. 1797 which involved a request to establish the Der Wienerschnitzel take-out and drive-through restaurant on the subject property. Said action was subject to 5 findings and 7 conditions of approval as outlined in the attached excerpt of the Planning Commission minutes dated July 15, 1976.

At its meeting of February 10, 1983, the Planning Commission approved Use Permit No. 1797 (Amended), a request to allow the addition of an outdoor eating area to the existing restaurant and a request to waive a portion of the required off-street parking spaces for said expansion. Said action was subject to 5 findings and 3 conditions of approval as outlined in the attached excerpt of the Planning Commission minutes dated February 10, 1983.

At its meeting of September 6, 1984, the Planning Commission approved a second amendment to Use Permit No. 1797 so as to allow a change in the operational characteristics of the subject restaurant so as to permit on-sale beer and wine. Said approval was subject to 6 findings and 6 conditions of approval as set forth in the attached excerpt of the September 6, 1984 Planning Commission minutes.

Analysis

The applicant is now proposing to enclose a portion of the existing outdoor eating area so as to include an ice cream sales facility in conjunction with the subject take-out restaurant. The new ice cream sales area will include approximately 475± sq.ft. of gross floor area and will have the same hours of operation as the Der Wienerschnitzel which currently operates from 6:00 a.m. to 10:00 p.m. Monday through Saturday and 9:00 a.m. to 10:00 p.m. on Sunday. There are currently 8 employees on-site during peak hours of operation and the applicant has indicated that no additional employees will be hired as a result of adding the ice cream service area.

Required Off-Street Parking

The existing take-out restaurant includes 2,995 sq.ft. of gross floor area (including the outdoor eating areas). Based on the take-out restaurant parking requirement of one parking space for each 50 sq.ft.

TO:

Planning Commission -3.

of gross floor area, plus one space for each employee on the maximum work shift, the existing restaurant requires 68 parking spaces (2,995 sq.ft. ÷ 50 sq.ft. = 59.9 or 60 spaces + 8 = 68 spaces). In conjunction with the February 10, 1983 approval of Use Permit No. 1797 (Amended), the Planning Commission waived 29 off-street parking spaces, thereby reducing the parking requirement to 39 spaces. There are currently 31 parking spaces located on the subject property and the "stacking lane" for the drive through windows accommodates a minimum of 8 additional spaces for a total of 39 parking spaces.

As indicated in the attached letter from the applicant, the number of peak hour employees will remain at eight persons; therefore, no additional parking spaces will be required inasmuch as the proposed ice cream service area will occupy space that was previously used for outdoor dining purposes and was included in the previous off-street parking calculation.

Signs

The existing restaurant currently has one 23± sq.ft., illuminated wall sign on the front elevation of the building and a total of four freestanding signs at various locations on the site. The largest freestanding sign is a 53± sq.ft. monument identification sign adjacent to Jamboree Road. Other freestanding signs include a 1.5 sq.ft. "drive through" sign; a 16.5 sq.ft. "order board"; and a 1.5 sq.ft. "do not enter" sign adjacent to the building. All of these signs were approved in conjunction with the original approval of Use Permit No. 1797.

As shown on the attached elevations, the applicant is proposing to install an additional wall sign on the northeast elevation of the building for the proposed Baskin-Robbins facility. Said sign will contain approximately 26.5± sq.ft. and will increase the total sign area on the property to 122± sq.ft.

Section 20.06.050 D of the Municipal Code provides that the total area of all signs on the site shall not exceed 2 sq.ft. for each lineal foot of street frontage. The width of the subject property is 150 feet; therefore, a maximum of 300 sq.ft. of sign area is permitted on the subject property.

Specific Findings and Recommendation

Section 20.80.060 of the Newport Beach Municipal Code provides that in order to grant any use permit, the Planning Commission shall find that the establishment, maintenance or operation of the use or building applied for will not, under the circumstances of the particular case, be detrimental to the health, safety, peace, morals, comfort, and general welfare of persons residing or working in the neighborhood of such proposed use or be detrimental or injurious to property and improvements in the neighborhood or the general welfare of the City.

TO:

Planning Commission -4.

Staff recommends approval of Use Permit No. 1797 (Amended) and suggests that the Planning Commission take such action subject to the findings and conditions as set forth in Exhibit "A", attached.

PLANNING DEPARTMENT
JAMES D. HEWICKER, Director

By W. William Ward
W. William Ward
Senior Planner

WWW:1a
UPA9

Attachments: Exhibit "A"
Vicinity Map
Excerpt of the Planning Commission minutes dated
July 15, 1976, February 10, 1983 and
September 6, 1984
Letter from Applicant's Architect
Plot plan, floor plan and elevations

EXHIBIT "A"
FINDINGS AND CONDITIONS OF APPROVAL
USE PERMIT NO. 1797 (AMENDED)
JUNE 20, 1985

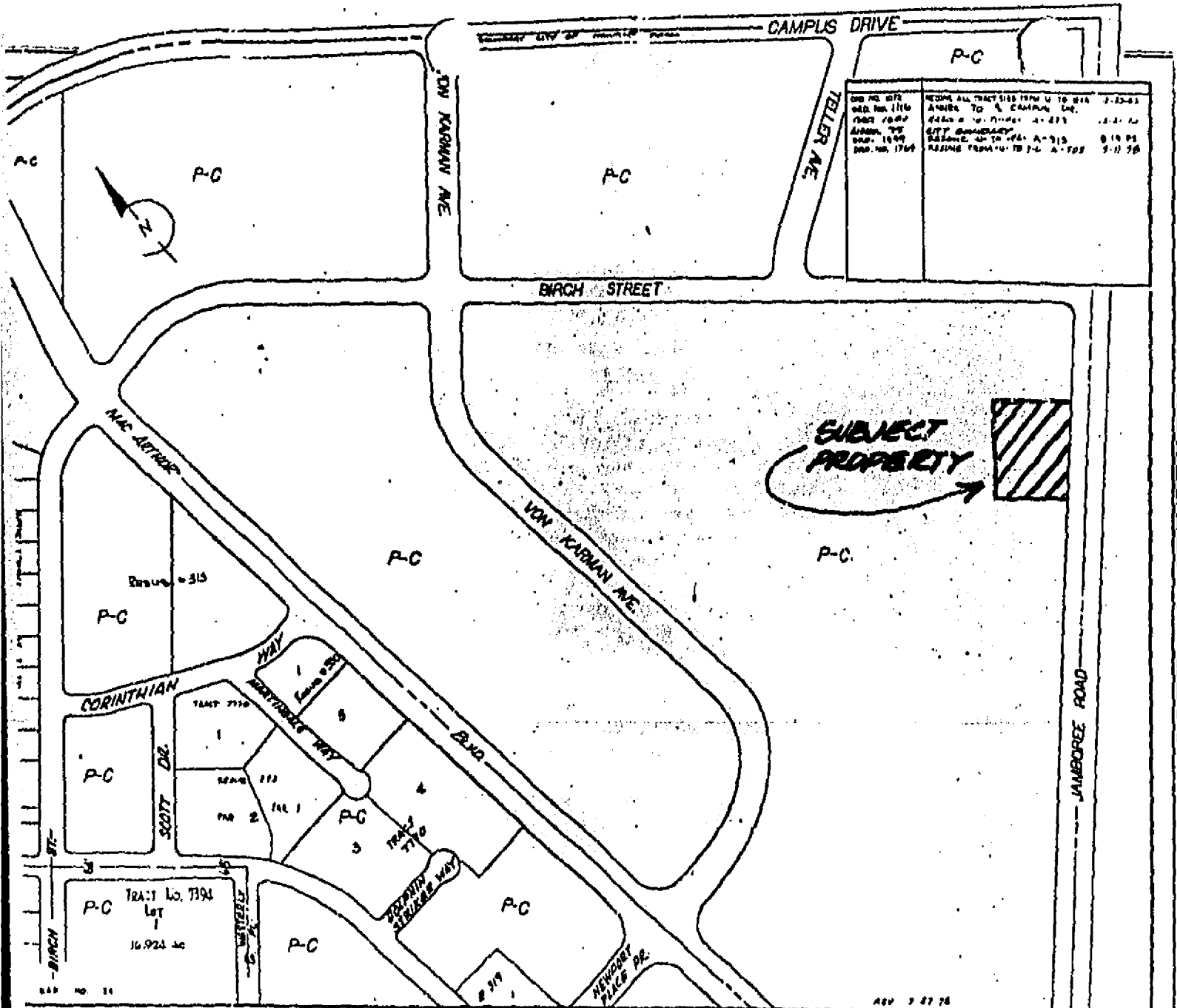
FINDINGS:

1. That the subject restaurant and proposed ice cream parlor is consistent with surrounding land uses.
2. The project will not have any significant environmental impact.
3. That the proposed change in the operational characteristics of the existing restaurant so as to include the proposed ice cream facility, will not increase the parking demand of the restaurant inasmuch as said expansion will occupy space previously used for outdoor eating purposes.
4. Adequate off-street parking spaces and traffic circulation are being provided for the proposed development.
5. The Police Department has indicated that they do not contemplate any problems.
6. The approval of Use Permit No. 1797 (Amended) will not, under the circumstances of this case be detrimental to the health, safety, peace, morals, comfort and general welfare of persons residing and working in the neighborhood or be detrimental or injurious to property and improvements in the neighborhood or the general welfare of the City.

CONDITIONS:

1. That development shall be in substantial conformance with the approved plot plan, floor plan and elevations.
2. That all applicable conditions of approval of the original Use Permit No. 1797 and subsequent amendments shall be fulfilled.

VICINITY MAP



RECTIFYING MAP NEWPORT BEACH CALIFORNIA

R-1	AGRICULTURAL RESIDENTIAL	R-4	MULTIPLE RESIDENTIAL
R-2	SINGLE FAMILY RESIDENTIAL	C-1	LIGHT COMMERCIAL
R-3	DUPLEX RESIDENTIAL	B-1	GENERAL COMMERCIAL
R-4	RESTRICTED MULTIPLE FAMILY RESIDENTIAL	M-1	MANUFACTURING
CD	COMMERCIAL DISTRICT	U	UNCLASSIFIED

PLANNING COMMISSION

CHAIRMAN _____

SECRETARY _____

Ord. No. 928

Date 7/1/80

35

USE PERMIT NO. 1797 (AMENDED)

COMMISSIONERS

CITY OF NEWPORT BEACH

MINUTES

ROLL CALL

July 15, 1976

INDEX

SEELY
HUMMEL
HEATHER
FREDERICKSON
BALALIS
AGEE

Request to construct a drive-through and take-out restaurant in the Koll Center Newport Planned Community.

Item #1

USE PER NO. 179

Location: Lot 15, Tract 7953, located at 4501 Jamboree Road in Koll Center Newport.

APPROVE CONDI-TIONALL

Zone: P-C

Applicant: Colwell Ray Hornacek Okinaka, Inc., Tustin

Owner: Don Koll Company, Newport Beach

Staff presented the sign elevations to the Commission which were received subsequent to the distribution of the staff report.

Public hearing was opened in connection with this matter.

Tim Strader, Vice President of the Don Koll Company, owner of the property, appeared before the Commission and concurred with the staff report and recommended conditions.

Bob Hornacek, Architect, appeared before the Commission and reviewed the new prototype design of "Der Wienerschnitzel." He answered questions of the Commission relative to signs.

Assistant Community Development Director Hewicker reviewed the size of the various signs with the Commission as well as the location of each and advised that the proposed signs were well within the requirements allowed for drive-up/take-out restaurants. He also reviewed the various uses of the surrounding properties.

City Engineer Nolan advised that the driveway location had now been set to coincide with the original location as set forth on the tract map and therefore the recommended condition pertaining to access was obsolete.

Pat Allen of Landgon & Wilson, Architects, appeared before the Commission and confirmed the location of the driveway.

Planning Commission discussed direct driveway access to Jamboree Road and it was pointed out that additional street right-of-way was dedicated by the developer specifically for a right-turn lane which would allow for the merging of traffic.

There being no others desiring to appear and be heard, the public hearing was closed.

7
8

CITY OF NEWPORT BEACH

MINUTES

ROLL CALL

July 15, 1976

INDEX

	AGEE	BALALIS	FREDERICKSON	HEATHER	HUMMEL	SEELY
Motion	X					
Ayes	X	X		X	X	
Absent			X			X

Following discussion of the request, especially as to availability and required number of parking spaces, motion was made that Planning Commission make the following findings:

1. That the proposed development is consistent with the General Plan and the Koll Center Newport Development Standards and is compatible with surrounding land uses.
2. Adequate offstreet parking spaces and traffic circulation are being provided for the proposed development.
3. That the Police Department has indicated that they do not contemplate any problems.
4. That the waiver of the development standards as they pertain to parking, walls and landscaping, will not be detrimental to adjoining properties.
5. The approval of Use Permit No. 1797 will not, under the circumstances of this case, be detrimental to the health, safety, peace, morals, comfort and general welfare of persons residing and working in the neighborhood or be detrimental or injurious to property and improvements in the neighborhood or the general welfare of the City.

and approve Use Permit No. 1797, subject to the following conditions:

1. That development shall be in substantial conformance with the approved plot plan and elevations.
2. That all landscaping and lighting shall conform to Chapter 20.72 of the Newport Beach Municipal Code.
3. That the development standards related to walls, and a portion of the parking and signing requirements are waived.
4. That all signs shall be approved by the Director of Community Development. The proposed identification sign adjacent to Jamboree Road shall not exceed a height of 4 feet above grade.
5. That all mechanical equipment and trash areas shall be screened from adjacent properties as well as from Jamboree Road.
6. That a landscape plan shall be submitted to and approved by the Director of Parks, Beaches and Recreation. Screened landscaping shall be required along the interior side

8

COMMISSIONERS

CITY OF NEWPORT BEACH

MINUTES

July 15, 1976

ROLL CALL

INDEX

SEELY
 HUMMEL
 HEATHER
 FREDERICKSON
 BALALIS
 AGEE

property lines to buffer the restaurant facility from proposed adjoining commercial uses. All landscaping shall be continuously maintained.

- 7. That all improvements be constructed as required by ordinance and the Public Works Department.

There being no further business, Planning Commission adjourned the meeting. Time: 11:00 P.M.

R. V. Hogan, Ex-Officio Secretary
 City of Newport Beach
 Planning Commission

9
 a

Allen
Balais
Goff
King
Kurlander
McLaughlin
Winburn

City of Newport Beach

ROLL CALL

INDEX

Request to amend a previously approved use permit which allowed the establishment of a take-out food establishment (Der Wienerschnitzel) in the Koll Center Newport Planned Community. The proposed amendment is to allow the addition of an outdoor eating area to the existing restaurant and a request to waive a portion of the required off-street parking spaces for said expansion.

Item #6

LOCATION: Parcel 2 of Parcel Map No. 108-27 (Resubdivision No. 557) located at 4501 Jamboree Road, on the northwesterly side of Jamboree Road, between Birch Street and MacArthur Boulevard, in the Koll Center Newport Planned Community.

USE PERMIT NO. 1797 (Amended)

ZONE: P-C

APPLICANT: Der Wienerschnitzel, Inc., Newport Beach

APPROVED CONDITIONALLY

OWNER: The Koll Company, Newport Beach

The public hearing opened in connection with this item and Mr. James Caulfield, representing the applicant, appeared before the Commission and requested approval of this item.

Motion All Ayes X X X X X X X

Motion was made for approval of Use Permit No. 1797 (Amended), subject to the following findings and conditions, which MOTION CARRIED:

FINDINGS:

1. That the proposed development is consistent with the General Plan, and is compatible with surrounding land uses.
2. Adequate off-street parking spaces and traffic circulation are being provided for the proposed development.

10

Allen
Balais
Gott
King
Kunander
McLaughlin
Winburn

City of Newport Beach

ROLL CALL

INDEX

3. The Police Department has indicated that they do not contemplate any problems.
4. That the waiver of a portion of the parking requirements for the expanded take-out restaurant facility will not be detrimental to adjoining properties.
5. The approval of Use Permit No. 1797 (Amended) will not, under the circumstances of this case be detrimental to the health, safety, peace, morals, comfort and general welfare of persons residing and working in the neighborhood or be detrimental or injurious to property and improvements in the neighborhood or the general welfare of the City.

CONDITIONS

1. That development shall be in substantial conformance with the approved plot plan and floor plan.
2. That a portion of the required off-street parking spaces (i.e. 29 spaces) are waived.
3. That all applicable conditions of approval of the original Use Permit No. 1797 shall be maintained.

* * *

11
13

Turner Gail	Kuiselzer	Eichenlaub	Johnson	W. Dunn
----------------	-----------	------------	---------	---------

City of Newport Beach

ROLL CALL

INDEX

~~Company addressed the Planning Commission stating that~~
 The Irvine Company agrees with the findings and conditions of Approval recommended in the Staff Report. The Planning Commission, Planning Staff, and the Irvine Company agreed that action on this item should be taken after the Commission recommends the approval of Development Agreement No. 2.

Motion
All Ayes

x	x	x	x	x	x
---	---	---	---	---	---

Motion was, therefore, made to continue this item to the Planning Commission meeting of September 20, 1984, which MOTION CARRIED.

Use Permit No. 1797 (Amended) (Public Hearing)

Request to change the operational characteristics of an existing take-out restaurant (Der Wienerschnitzel) so as to allow on-sale beer and wine in conjunction with the restaurant use.

Item #5

Use Permit #1797

LOCATION: Parcel No. 2 of Parcel Map 108-27 (Resubdivision No. 557), located at 4501 Jamboree Road, on the northwesterly side of Jamboree Road, between Birch Street and MacArthur Boulevard, in the Koll Center Newport Planned Community.

Approved Conditionally

ZONE: P-C

APPLICANT: Der Wienerschnitzel International, Inc., Newport Beach

OWNERS: Thomas H. and Lynn K. Wooldridge, Tempton

The public hearing was opened in connection with this item, and Mr. John Harvey, Director of Development, Der Wienerschnitzel, appeared before the Planning Commission. Mr. Harvey agreed with the findings and conditions in the Staff Report with the exception that the restaurant will only be selling beer, and not wine. Mr. Laycock explained that beer and wine are under the same license from the Alcoholic Beverage Control Department.

Turner
Gail
Kurtzler
Eichenhofer
Person
Winburn

City of Newport Beach

ROLL CALL

INDEX

Motion
All Ayes

x	x	x	x	x	x		

Motion was made for approval of Use Permit No. 1797 (Amended), subject to the findings and conditions of Exhibit "A", which MOTION CARRIED.

FINDINGS

1. That the subject restaurant is consistent with the General Plan, and is compatible with surrounding land uses.
2. The project will not have any significant environmental impact.
3. That the proposed change in the operational characteristics of the existing restaurant so as to include the service of beer and wine as an incidental use, will not increase the parking demand of the restaurant.
4. Adequate off-street parking spaces and traffic circulation are being provided for the proposed development.
5. The Police Department has indicated that they do not contemplate any problems.
6. The approval of Use Permit No. 1797 (Amended) will not, under the circumstances of this case be detrimental to the health, safety, peace, morals, comfort and general welfare of persons residing and working in the neighborhood or be detrimental or injurious to property and improvements in the neighborhood or the general welfare of the City.

CONDITIONS

1. That development shall be in substantial conformance with the approved plot plan and floor plan.
2. That all applicable conditions of approval of the original Use Permit No. 1797 and 1797 (Amended) shall be maintained.
3. That the serving of beer and wine shall be incidental to the primary function of providing food service.
4. That no off-sale beer and wine shall be permitted in conjunction with the subject restaurant.

Turner
Gott
Kurlander
Eichenhofer
Person
Winburn

City of Newport Beach

ROLL CALL

INDEX

5. That the Planning Commission may add or modify conditions of approval to this use permit, or recommend to the City Council the revocation of this use permit, upon a determination that the operation which is the subject of this use permit, causes injury, or is detrimental to the health, safety, peace, morals, comfort, or general welfare of the community.

6. This use permit shall expire unless exercised within 24 months from the date of approval as specified in Section 20.80.090,A of the Newport Beach Municipal Code.

~~Use Permit No. 3113 (Public Hearing)~~

Item #6

Request to permit the establishment of a restaurant with on-sale alcoholic beverages on property located in the C-1-H District. The proposal also includes a modification to the Zoning Code so as to allow the use of tandem and compact parking spaces in conjunction with a valet parking service.

Use Permit # 3113

Continued to Sept. 20, 1984

LOCATION: Parcel No. 1, Parcel Map 71-18 (Resubdivision No. 478), located at 1000 West Coast Highway, on the northerly side of West Coast Highway, across from the Bayshores Residential Community.

ZONE: C-1-H

APPLICANT: Jack Chen, Los Angeles

OWNER: Dr. Edward Deeb, Toluca Lake

Motion was made to continue this item to the Planning Commission meeting of September 20, 1984, which MOTION CARRIED.

CITY OF NEWPORT BEACH
PLANNING DEPARTMENT
PLAN REVIEW REQUEST

Date May 30, 1985

ADVANCE PLANNING DIVISION ✓
 PUBLIC WORKS DEPARTMENT ✓
 TRAFFIC ENGINEER ✓
 FIRE DEPARTMENT ✓
 PLAN REVIEW DIVISION ✓
 PARKS & RECREATION
 POLICE DEPARTMENT ✓
 MARINE SAFETY
 GRADING

PLANS ATTACHED (PLEASE RETURN)
 PLANS ON FILE IN PLANNING DEPT.

APPLICATION OF Der Wienerschnitzel International, Inc.

FOR: USE PERMIT No. 1797 (Amended)

REQUEST TO: Amend a previously approved use permit which allowed the establishment of a take-out restaurant with on-sale beer and wine and an outdoor eating area. The proposed amendment includes a request to enclose a portion of the existing outdoor eating area so as to establish an ice cream sales area within the subject restaurant.

LOCATION: 4501 Jamboree Road

REPORT REQUESTED BY: June 10, 1985

COMMISSION REVIEW: June 20, 1985

COMMENTS: _____

Signature _____ Date _____

CITY OF NEWPORT BEACH
PLANNING DEPARTMENT
PLAN REVIEW REQUEST

Date May 30, 1985

ADVANCE PLANNING DIVISION
 PUBLIC WORKS DEPARTMENT
 TRAFFIC ENGINEER
 FIRE DEPARTMENT
 PLAN REVIEW DIVISION
 PARKS & RECREATION
 POLICE DEPARTMENT
 MARINE SAFETY
 GRADING

PLANS ATTACHED (PLEASE RETURN)

PLANS ON FILE IN PLANNING DEPT.

APPLICATION OF Der Wienerschnitzel International, Inc.

FOR: USE PERMIT No. 1797 (Amended)

REQUEST TO: Amend a previously approved use permit which allowed the establishment of a take-out restaurant with on-sale beer and wine and an outdoor eating area. The proposed amendment includes a request to enclose a portion of the existing outdoor eating area so as to establish an ice cream sales area within the subject restaurant.

LOCATION: 4501 Jamboree Road

REPORT REQUESTED BY: June 10, 1985

COMMISSION REVIEW: June 20, 1985

COMMENTS: None

Signature

Richard M. Edmonson

Date

6-6-85

CITY OF NEWPORT BEACH
PLANNING DEPARTMENT
PLAN REVIEW REQUEST

Date May 30, 1985

ADVANCE PLANNING DIVISION
 PUBLIC WORKS DEPARTMENT
 TRAFFIC ENGINEER
 FIRE DEPARTMENT
 PLAN REVIEW DIVISION
 PARKS & RECREATION
 POLICE DEPARTMENT
 MARINE SAFETY
 GRADING

PLANS ATTACHED (PLEASE RETURN)
 PLANS ON FILE IN PLANNING DEPT.

APPLICATION OF Der Wienerschnitzel International, Inc.

FOR: USE PERMIT No. 1797 (Amended)

REQUEST TO: Amend a previously approved use permit which allowed the establishment of a take-out restaurant with on-sale beer and wine and an outdoor eating area. The proposed amendment includes a request to enclose a portion of the existing outdoor eating area so as to establish an ice cream sales area within the subject restaurant.

LOCATION: 4501 Jamboree Road

REPORT REQUESTED BY: June 10, 1985

COMMISSION REVIEW: June 20, 1985

COMMENTS: 1. HEALTH DEPT. APPROVAL IS REQUIRED
2. Comply with The Uniform BLDG. Code AND
all local AMENDMENTS.
3. TOTAL ENCLOSED AREA NOT TO EXCEED
6000 SQ. FT. (IN CONSTRUCTION, A3 OCCUPANCY).

Signature

Fayal Jundi

Date 6/10/85

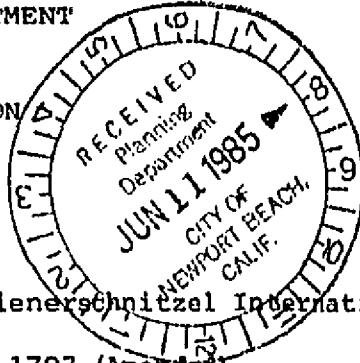
CITY OF NEWPORT BEACH
PLANNING DEPARTMENT
PLAN REVIEW REQUEST

Date May 30, 1985

- ADVANCE PLANNING DIVISION
- PUBLIC WORKS DEPARTMENT
- TRAFFIC ENGINEER
- FIRE DEPARTMENT
- PLAN REVIEW DIVISION
- PARKS & RECREATION
- POLICE DEPARTMENT
- MARINE SAFETY
- GRADING

PLANS ATTACHED (PLEASE RETURN)

PLANS ON FILE IN PLANNING DEPT.



APPLICATION OF Der Wienerschnitzel International, Inc.

FOR: USE PERMIT No. 1797 (Amended)

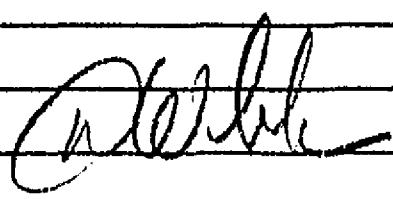
REQUEST TO: Amend a previously approved use permit which allowed the establishment of a take-out restaurant with on-sale beer and wine and an outdoor eating area. The proposed amendment includes a request to enclose a portion of the existing outdoor eating area so as to establish an ice cream sales area within the subject restaurant.

LOCATION: 4501 Jamboree Road

REPORT REQUESTED BY: June 10, 1985

COMMISSION REVIEW: June 20, 1985

COMMENTS: NONE

Signature  Date 6/10

CITY OF NEWPORT BEACH
PLANNING DEPARTMENT
PLAN REVIEW REQUEST

Date May 30, 1985

ADVANCE PLANNING DIVISION
 PUBLIC WORKS DEPARTMENT
 TRAFFIC ENGINEER
 FIRE DEPARTMENT
 PLAN REVIEW DIVISION
 PARKS & RECREATION
 POLICE DEPARTMENT
 MARINE SAFETY
 GRADING

PLANS ATTACHED (PLEASE RETURN)
 PLANS ON FILE IN PLANNING DEPT.

APPLICATION OF Der Wienerschnitzel International, Inc.

FOR: USE PERMIT No. 1797 (Amended)

REQUEST TO: Amend a previously approved use permit which allowed the establishment of a take-out restaurant with on-sale beer and wine and an outdoor eating area. The proposed amendment includes a request to enclose a portion of the existing outdoor eating area so as to establish an ice cream sales area within the subject restaurant.

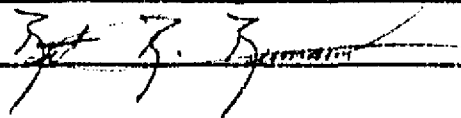
LOCATION: 4501 Jamboree Road

REPORT REQUESTED BY: June 10, 1985

COMMISSION REVIEW: June 20, 1985

COMMENTS: THE PARCEL IS LOCATED WITHIN AN AREA DESIGNATED FOR A MIXED USE
OF "RETAIL AND SERVICE COMMERCIAL" AND "ADMINISTRATIVE PROFESSIONAL AND FINAN-
CIAL COMMERCIAL" BY THE LAND USE ELEMENT AND PLAN OF THE CITY'S GENERAL
PLAN. THE PROPOSED EXTENSION OF USES IS CONSISTENT WITH THOSE INTENDED FOR
THESE INTERZONES. THE PROPOSED IS ALSO CONSISTENT WITH THE PLANNED COMMUNITY DE-
VELOPMENT STANDARDS OF 'HILL CENTER NEWPORT'. NO CONFLICT.

Signature



Date 4 JUNE 1985

CITY OF NEWPORT BEACH
PLANNING DEPARTMENT
PLAN REVIEW REQUEST

Date May 30, 1985

ADVANCE PLANNING DIVISION
 PUBLIC WORKS DEPARTMENT
 TRAFFIC ENGINEER
 FIRE DEPARTMENT
 PLAN REVIEW DIVISION
 PARKS & RECREATION
 POLICE DEPARTMENT
 MARINE SAFETY
 GRADING

PLANS ATTACHED (PLEASE RETURN)
 PLANS ON FILE IN PLANNING DEPT.

APPLICATION OF Der Wienerschnitzel International, Inc.

FOR: USE PERMIT No. 1797 (Amended)

REQUEST TO: Amend a previously approved use permit which allowed the establishment of a take-out restaurant with on-sale beer and wine and an outdoor eating area. The proposed amendment includes a request to enclose a portion of the existing outdoor eating area so as to establish an ice cream sales area within the subject restaurant.

LOCATION: 4501 Jamboree Road

REPORT REQUESTED BY: June 10, 1985

COMMISSION REVIEW: June 20, 1985

COMMENTS:

1. Construction shall meet the requirements of the U.B.C.

Signature

J. Atkinson

Date 6.5.85

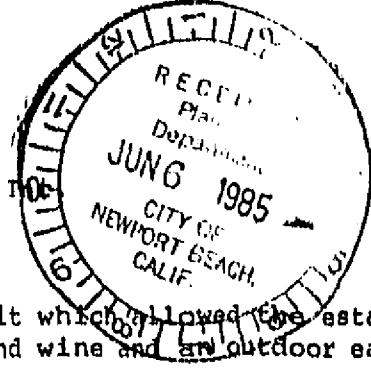
City of Newport Beach

CITY OF NEWPORT BEACH
PLANNING DEPARTMENT
PLAN REVIEW REQUEST

Date May 30, 1985

- ADVANCE PLANNING DIVISION
- PUBLIC WORKS DEPARTMENT
- TRAFFIC ENGINEER
- FIRE DEPARTMENT
- PLAN REVIEW DIVISION
- PARKS & RECREATION
- POLICE DEPARTMENT
- MARINE SAFETY
- GRADING

- PLANS ATTACHED (PLEASE RETURN)
- PLANS ON FILE IN PLANNING DEPT.



APPLICATION OF Der Wienerschnitzel International, Inc.

FOR: USE PERMIT No. 1797 (Amended)

REQUEST TO: Amend a previously approved use permit which allowed the establishment of a take-out restaurant with on-sale beer and wine and an outdoor eating area. The proposed amendment includes a request to enclose a portion of the existing outdoor eating area so as to establish an ice cream sales area within the subject restaurant.

LOCATION: 4501 Jamboree Road

REPORT REQUESTED BY: June 10, 1985

COMMISSION REVIEW: June 20, 1985

COMMENTS: No Anticipated Police Problems

Signature A. Vella Lt. Date 6-5-85

May 24, 1985

C · R · H · O

Architecture - Interiors - Planning

560 West First Street

Post Office Box 1066

Tustin, California 92681-1066

714-832-1834

City of Newport Beach
Planning Department
3300 Newport Blvd.
Newport Beach, CA 92658

Re: USE PERMIT APPLICATION
for remodel of existing Wienerschnitzel Restaurant
4501 Jamboree Rd., Newport Beach, CA

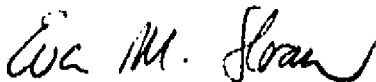
Der Wienerschnitzel International Inc. has decided to add an ice cream parlour to their existing Wienerschnitzel Restaurant in Newport Beach. Wienerschnitzel will operate both the fast food restaurant and the ice cream parlour.

The number of employees for the restaurant and the ice cream parlour varies from 3 during the slow periods to 8 during the peak hours. The hours of operations are 7 a.m to 10 p.m..

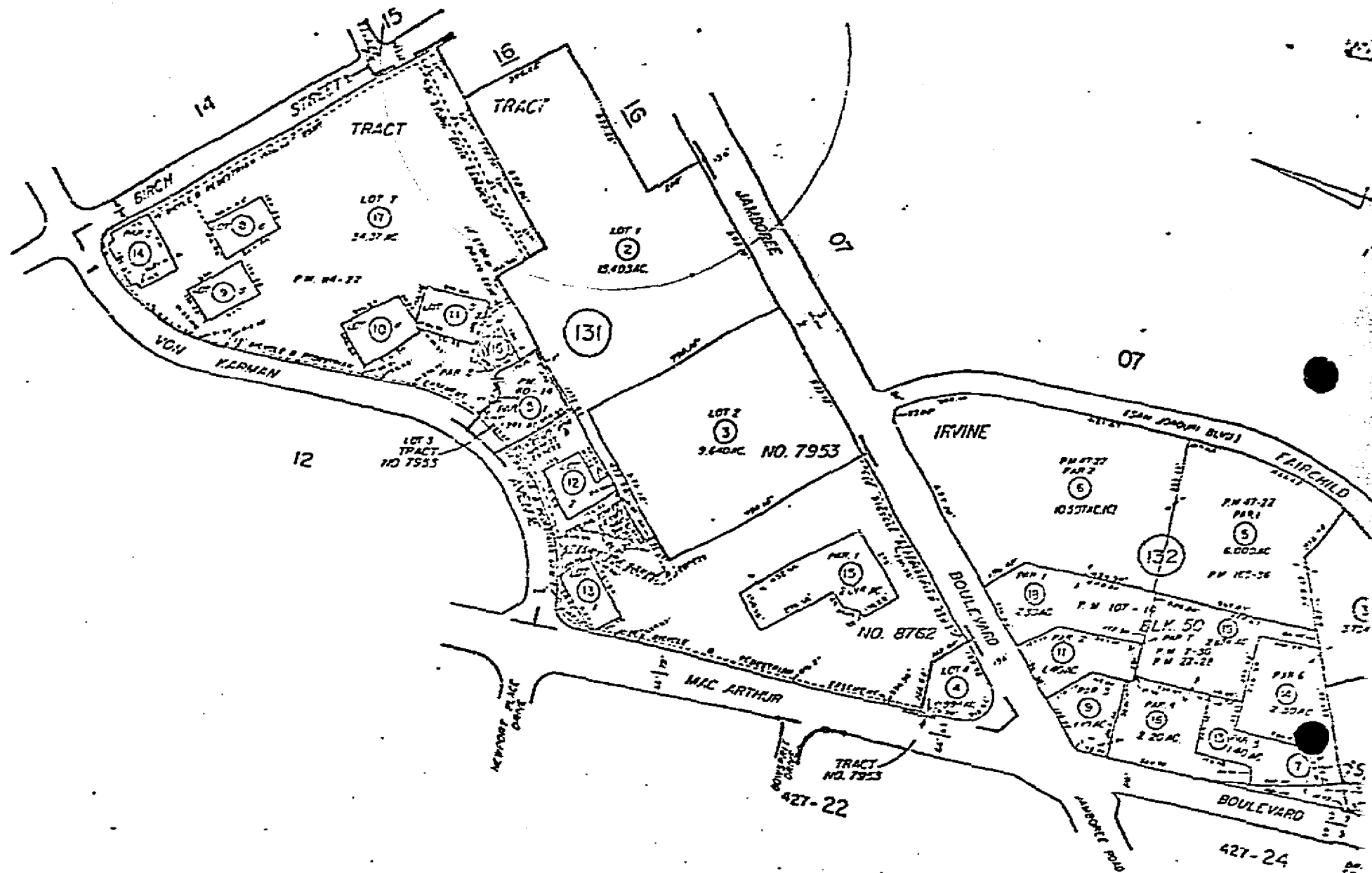
The existing Wienerschnitzel Restaurant has 31 parking spaces for 78 indoor seats and 74 outdoor seats. The addition of the ice cream parlour will reduce the number of outdoor seats by 32 to a total of 42 outdoor seats. It will add 4 indoor seats. the number of parking spaces will remain the same.

By adding ice cream to their menu of hamburgers and hot dogs Wienerschnitzel hopes to satisfy the sweet tooth of their customers and to add some variety to their menu.

Sincerely,



Eva M. Sloan
C.R.H.O., Inc. Architects



MARCH 1973

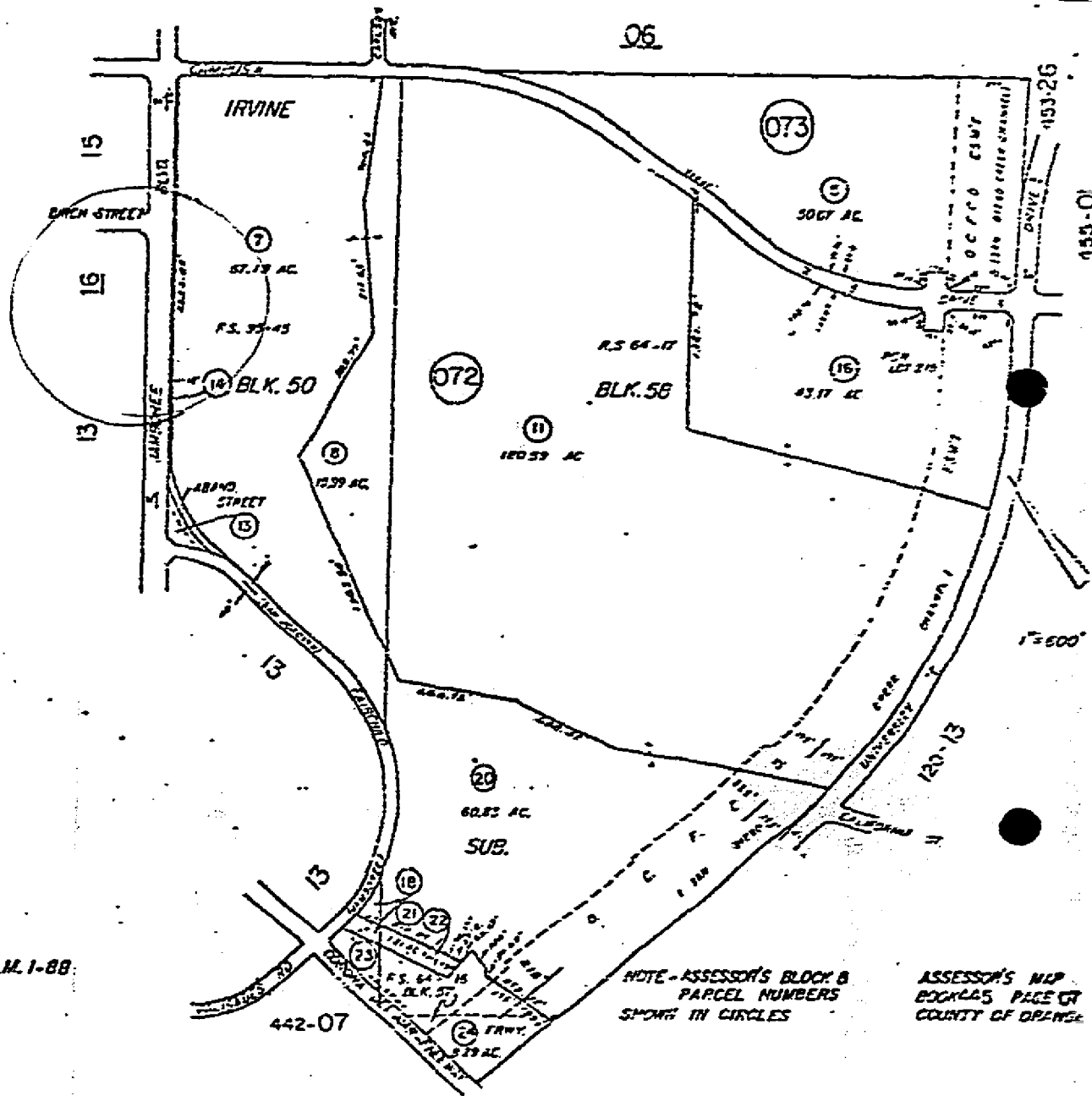
IRVINE SUB.
TRACT NO. 7953
TRACT NO. 8762
PARCEL MAPS
PARCEL MAPS

M.M. 1-08
M.M. 310-7 TO 11 INC.
M.M. 350-24, 25, 26
P.M. 47-22, 60-14, 107-10
P.M. 114-22

NOTE-ASSESSOR'S BLOCK &
PARCEL NUMBERS
SHOWN IN CIRCLES

ASSESSOR'S MAP
BOOK 245 PAGE 13
COUNTY OF ORANGE

City of Newport Beach



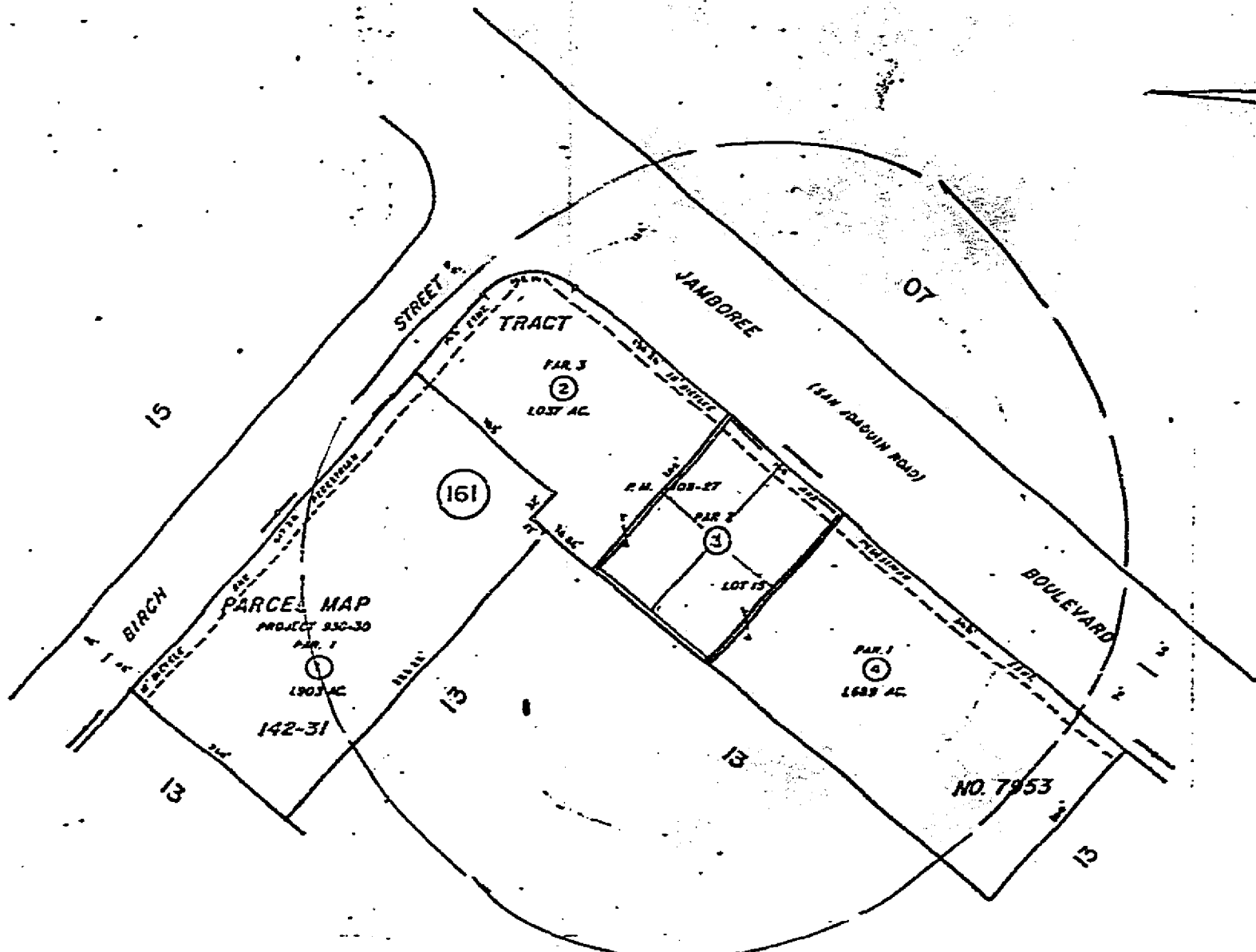
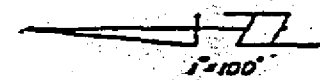
MARCH 1966

IRVINE SUB. M.R.M. 1-88

NOTE - ASSESSOR'S BLOCK & PARCEL NUMBERS SHOWN IN CIRCLES

ASSESSOR'S MAP BOOK 645 PAGE 67 COUNTY OF ORANGE

City of Newport Beach



MARCH 1981

TRACT NO. 7953
PARCEL MAP

P.M. 310-77011 INC.
P.M. 108-27, 142-31

NOTE - ASSESSOR'S BLOCK &
PARCEL NUMBERS
SHOWN IN CIRCLES

ASSESSOR'S MAP
2006445 PAGE 16
COUNTY OF ORANGE

City of Newport Beach



REGENTS OF THE UNIVERSITY
Hall Room 689
2200 University
Berkeley, CA 94704
AP No. 445-072-077

ROCKWELL INTER CORP.
1700 E. Imperial
El Segundo, CA 90245
AP No. 445-131-02

KOLL CENTER NEWPORT
NUMBER ELEVEN
4490 Von Karman Avenue
Newport Beach, CA 92660
AP No. 445-161-02

WOOLDRIDGE, THOMAS H.
4 Santa Rita Ranch Road
Templeton, CA 93465

AP No. 445-161-03

JAMBOREE PLAZA
433 N. Camden Drive
Beverly Hills, CA 90210

AP No. 445-161-04

NEWPORT #9
1001 E. La Habra Boulevard
La Habra, CA 90631

AP No. 930-30-401

JAMBOREE LTD.
5140 Birch Street
Newport Beach, CA 92660

AP No. 930-30-402

DARTS BUILDING PARTNERS
Attn: Steve Phair
5120 Birch St., Suite 200
Newport Beach, CA 92660
AP No. 930-30-403

CP ASSOCIATES
5100 Birch Street
Newport Beach, CA 92660

AP No. 930-30-404

Der. Wienerschweigel Int.
P.O. Box 7460
Newport Beach, CA
92658-7460

NOTICE OF PUBLIC HEARING

Notice is hereby given that the Planning Commission of the City of Newport Beach will hold a public hearing on the application of Der Wienerschnitzel International, Inc. for Use Permit No. 1797 (Amended) on property located at 4501 Jamboree Road

Request to amend a previously approved use permit which allowed the establishment of a take-out restaurant with on-sale beer and wine and an outdoor eating area. The proposed amendment includes a request to enclose a portion of the existing outdoor eating area so as to establish an ice cream sales area within the subject restaurant.

This project has been reviewed, and it has been determined that it is categorically exempt under the requirements of the California Environmental Qualities Act.

Notice is hereby further given that said public hearing will be held on the 20th day of June 1985, at the hour of 7:30 p.m. in the Council Chambers of the Newport Beach City Hall, 3300 Newport Boulevard, Newport Beach, California, at which time and place any and all persons interested may appear and be heard thereon. For information call (714) 644-3200.

John Kurlander, Secretary, Planning Commission, City of Newport Beach

NOTE: The expense of this notice is paid from a filing fee collected from the applicant.

NOTICE OF PUBLIC HEARING

Notice is hereby given that the Planning Commission of the City of Newport Beach will hold a public hearing on the application of Der Wienerschnitzel International, Inc. for Use Permit No. 1797 (Amended) on property located at 4501 Jamboree Road

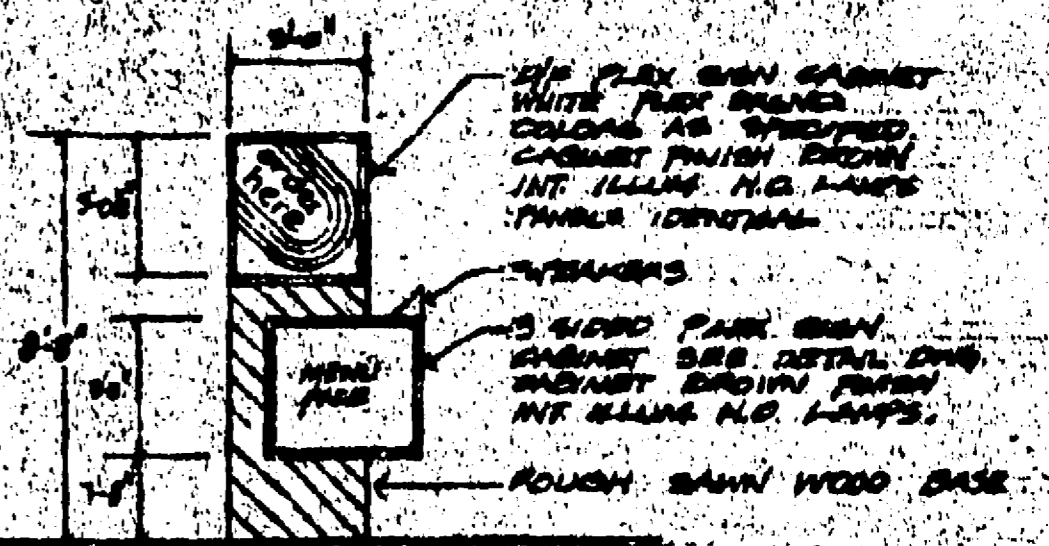
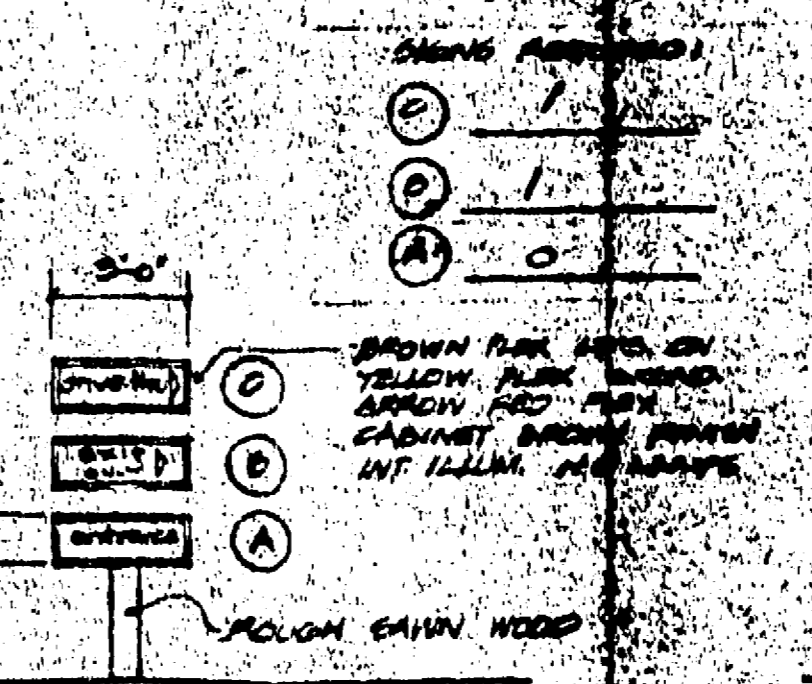
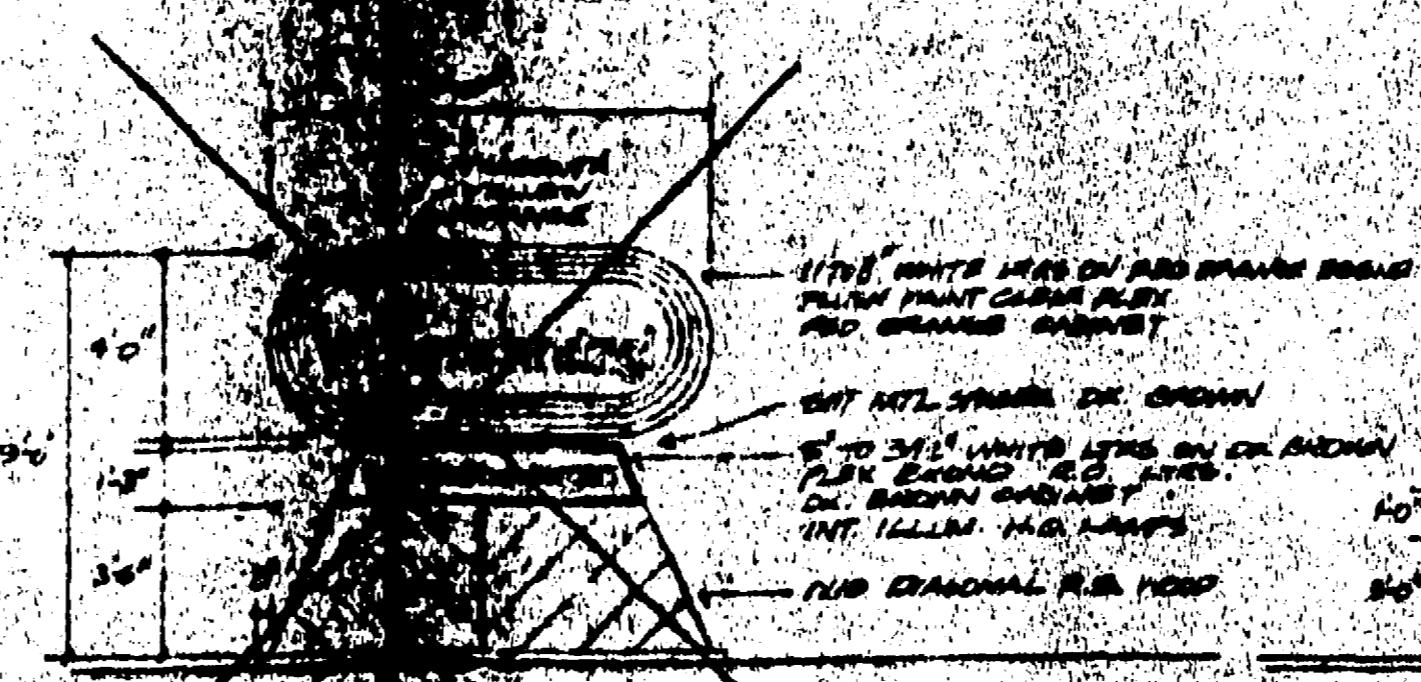
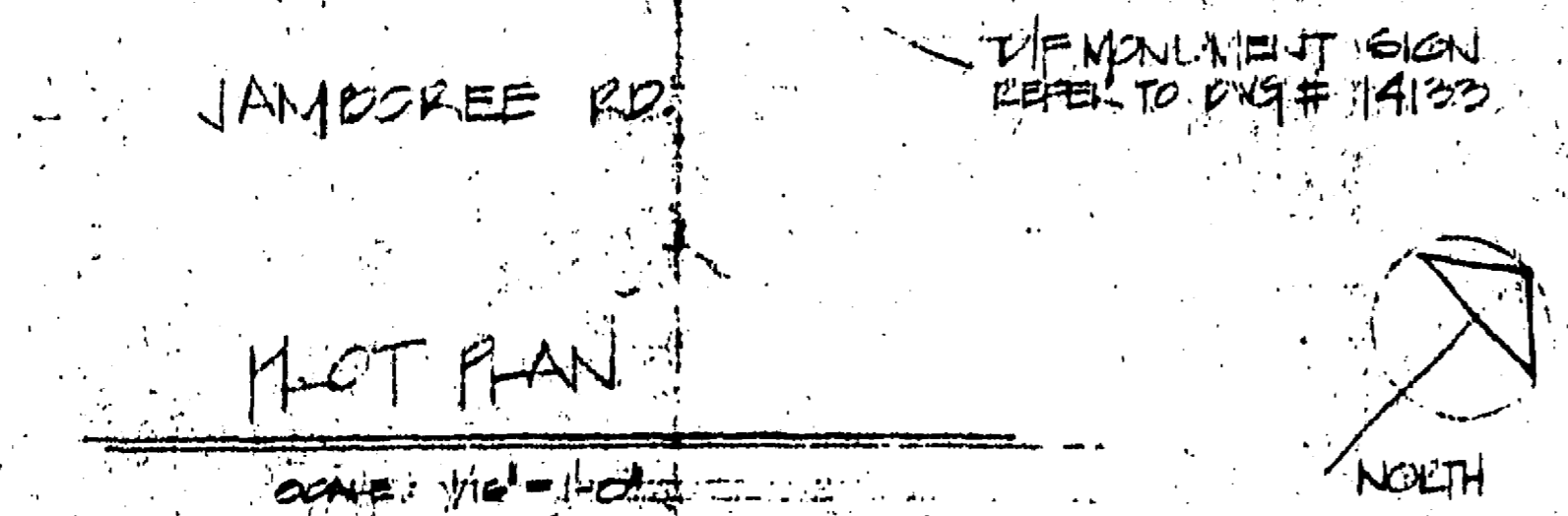
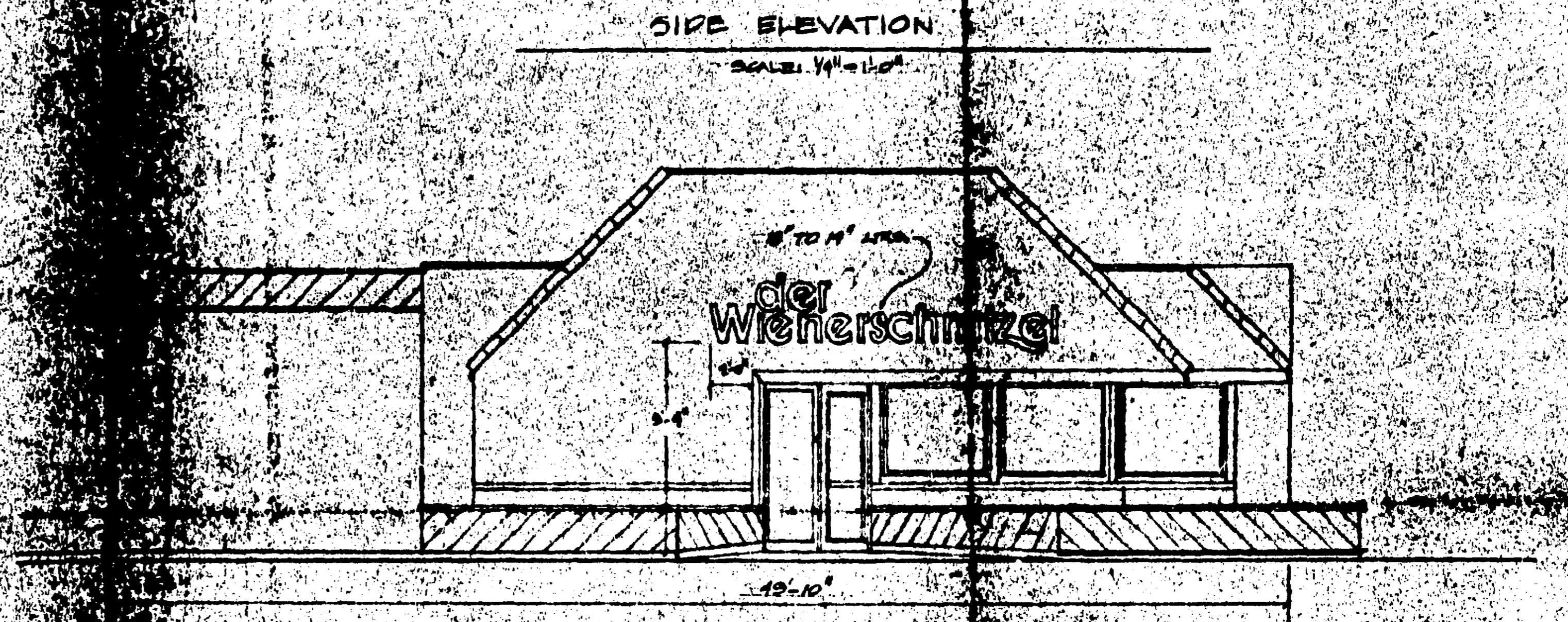
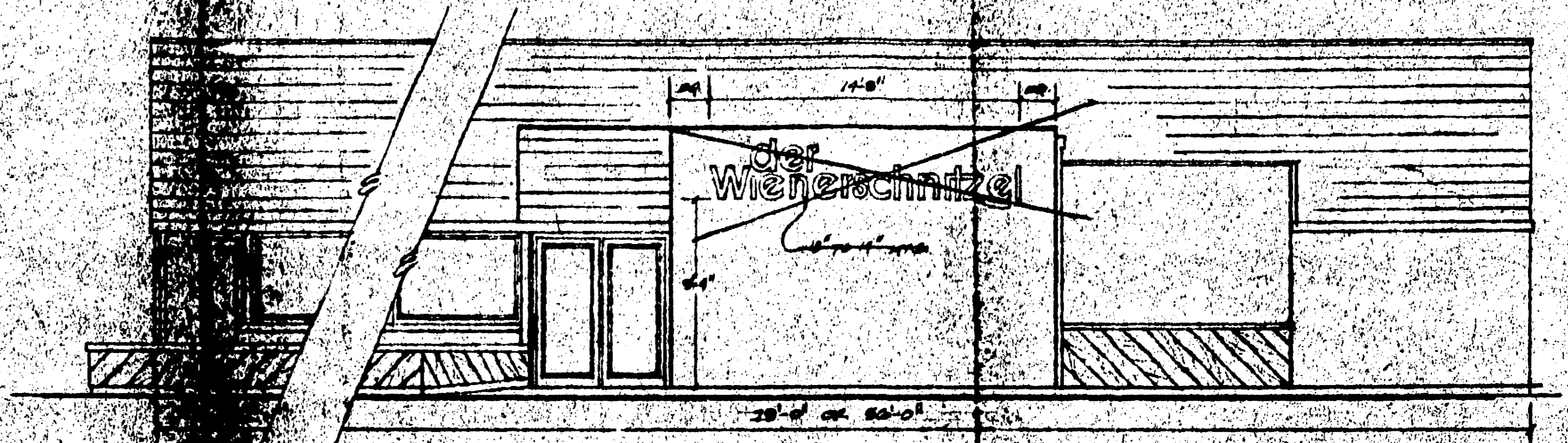
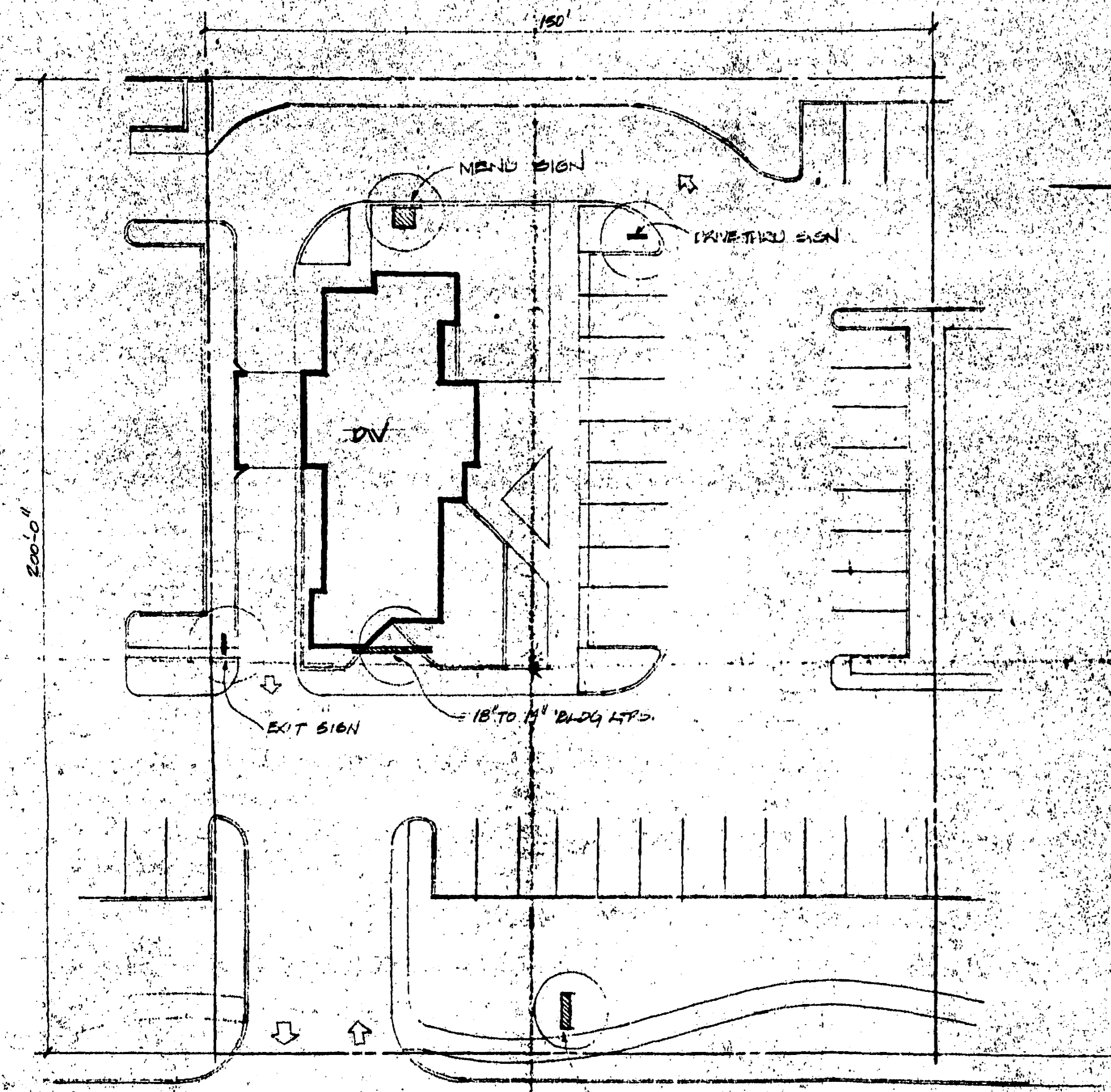
Request to amend a previously approved use permit which allowed the establishment of a take-out restaurant with on-sale beer and wine and an outdoor eating area. The proposed amendment includes a request to enclose a portion of the existing outdoor eating area so as to establish an ice cream sales area within the subject restaurant.

This project has been reviewed, and it has been determined that it is categorically exempt under the requirements of the California Environmental Qualities Act.

Notice is hereby further given that said public hearing will be held on the 20th day of June 1985, at the hour of 7:30 p.m. in the Council Chambers of the Newport Beach City Hall, 3300 Newport Boulevard, Newport Beach, California, at which time and place any and all persons interested may appear and be heard thereon. For information call (714) 644-3200.

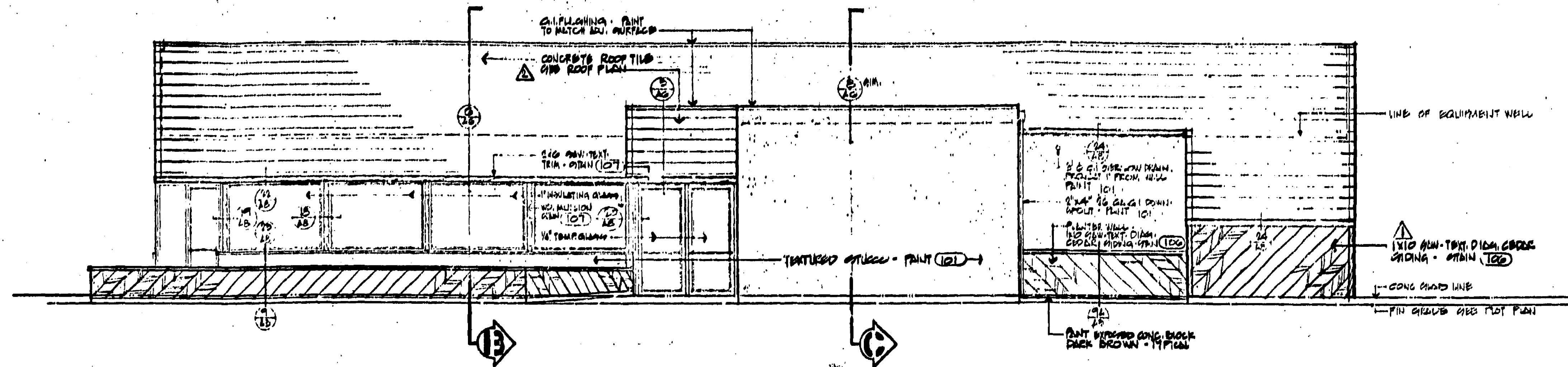
John Kurlander, Secretary, Planning Commission, City of Newport Beach

NOTE: The expense of this notice is paid from a filing fee collected from the applicant.



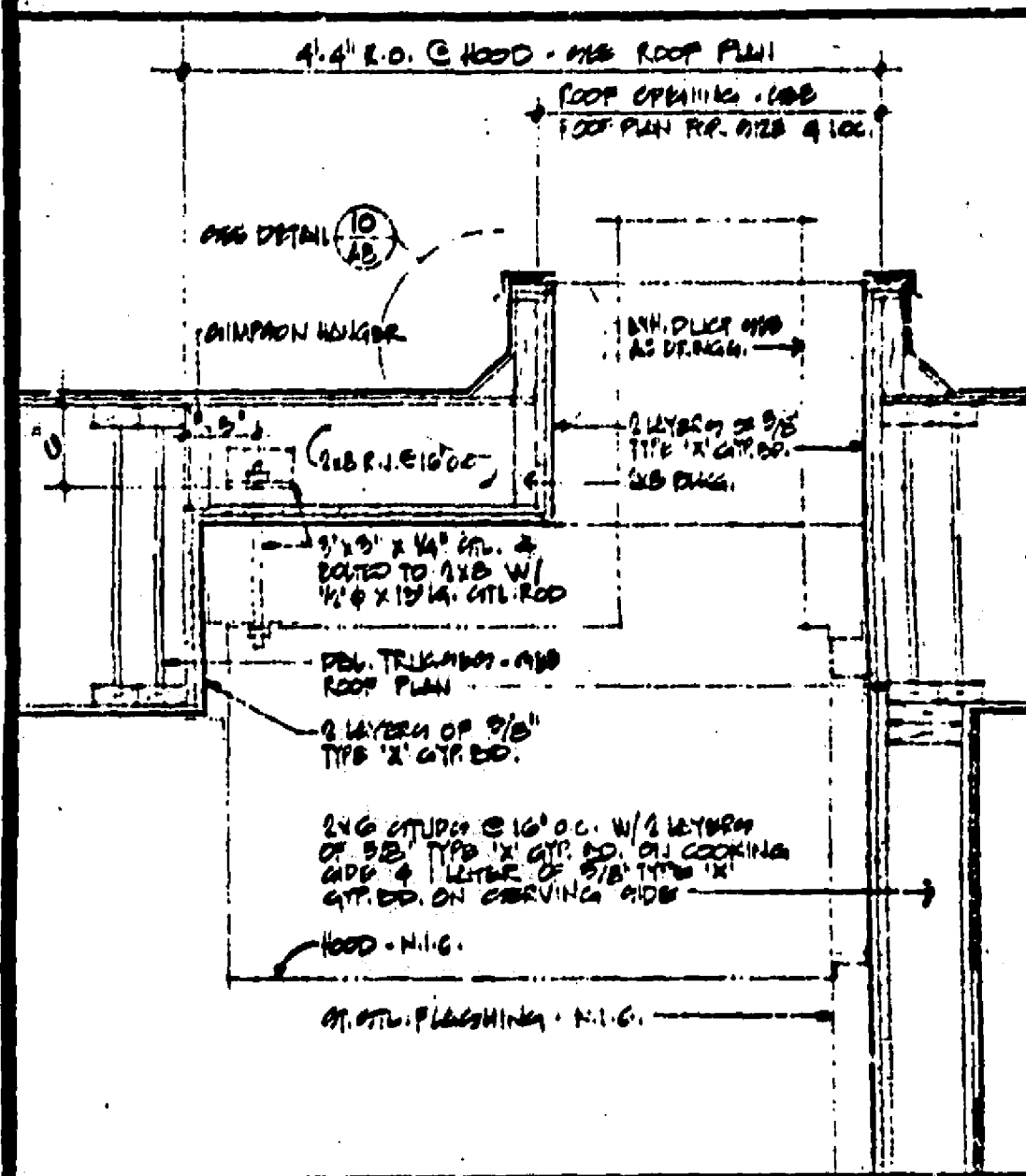
UP 1797 e
1 of 3

City of New Port Beach



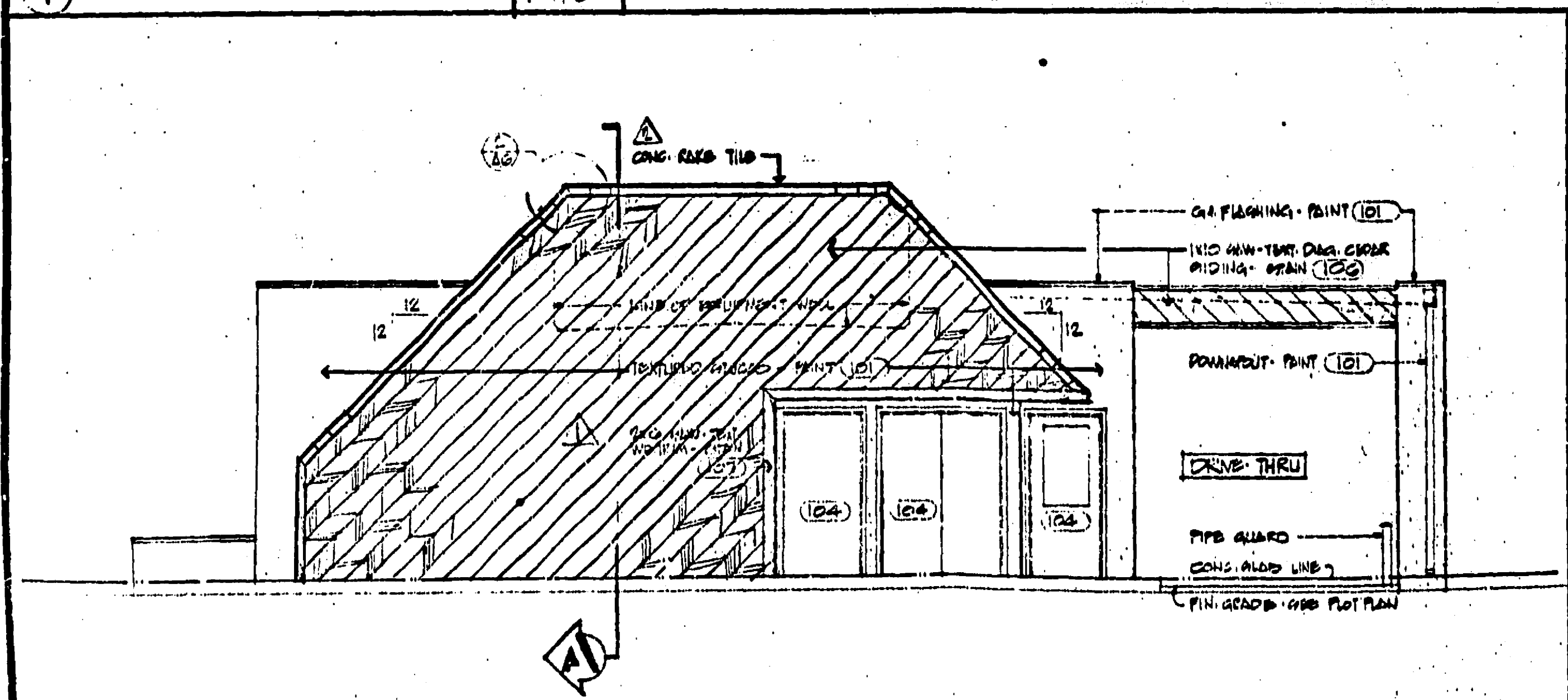
RIGHT ELEVATION

SCALE 1/4" = 1'-0"



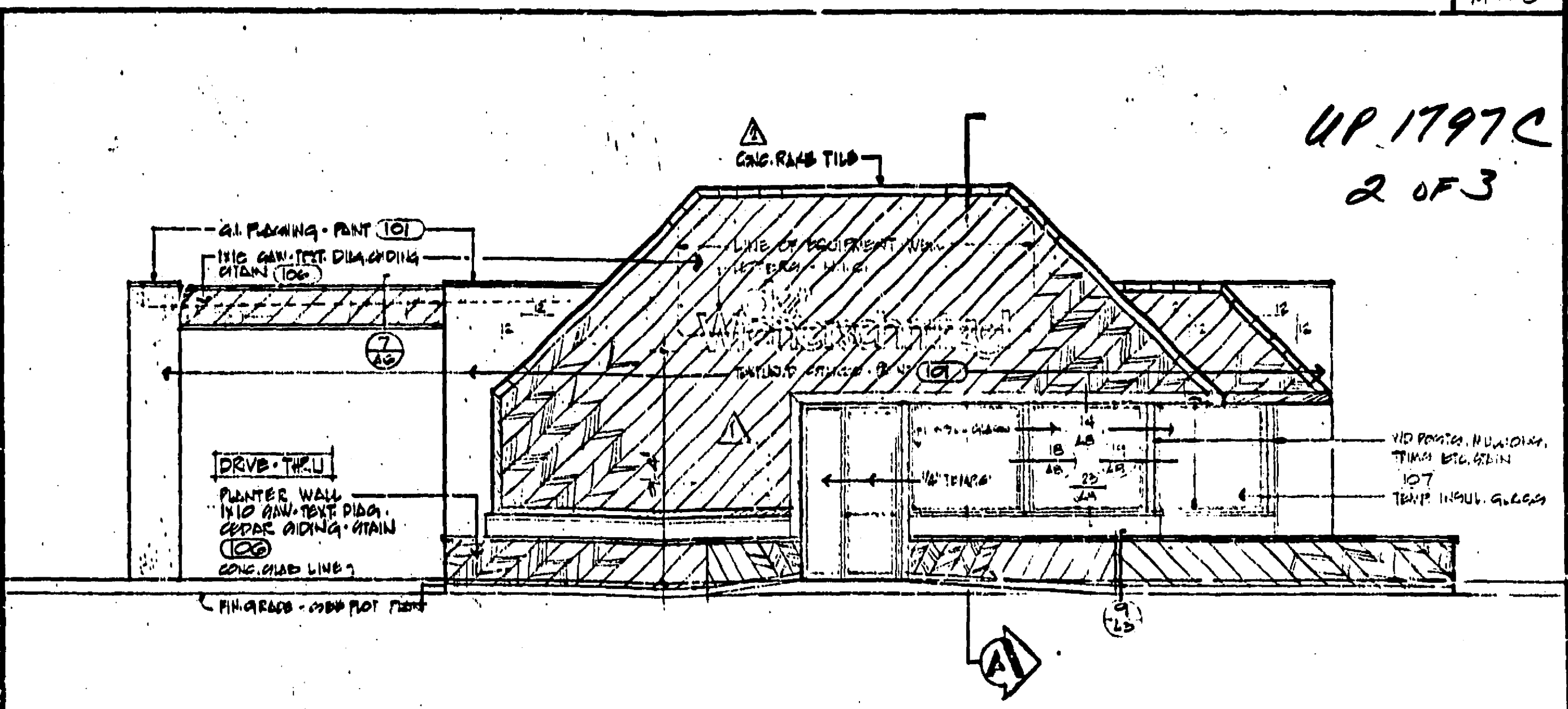
LEFT ELEVATION

SCALE 1/4" = 1'-0"



REAR ELEVATION

SCALE 1/4" = 1'-0"



FRONT ELEVATION

SCALE 1/4" = 1'-0"

UP 1797C
2 OF 3

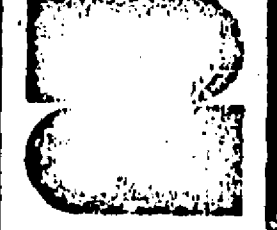
REVISIONS

NO.	DATE	DESCRIPTION
1	05-17-78	ISSUE FOR PERMITS
2	05-17-78	ISSUE FOR PERMITS

DATE: 1-4-78

BY: [Signature]
CHECKED BY: [Signature]
DATE: 1-4-78

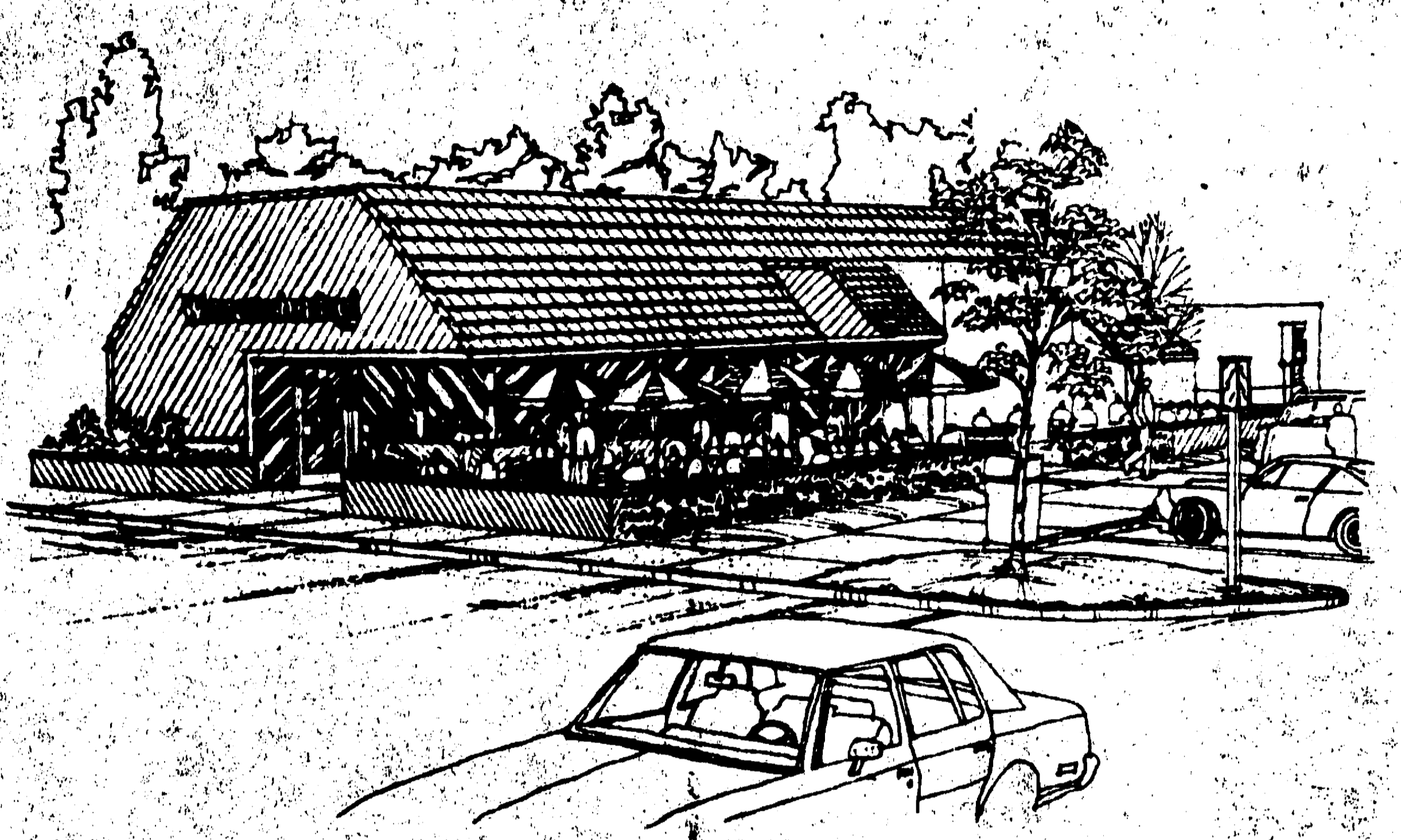
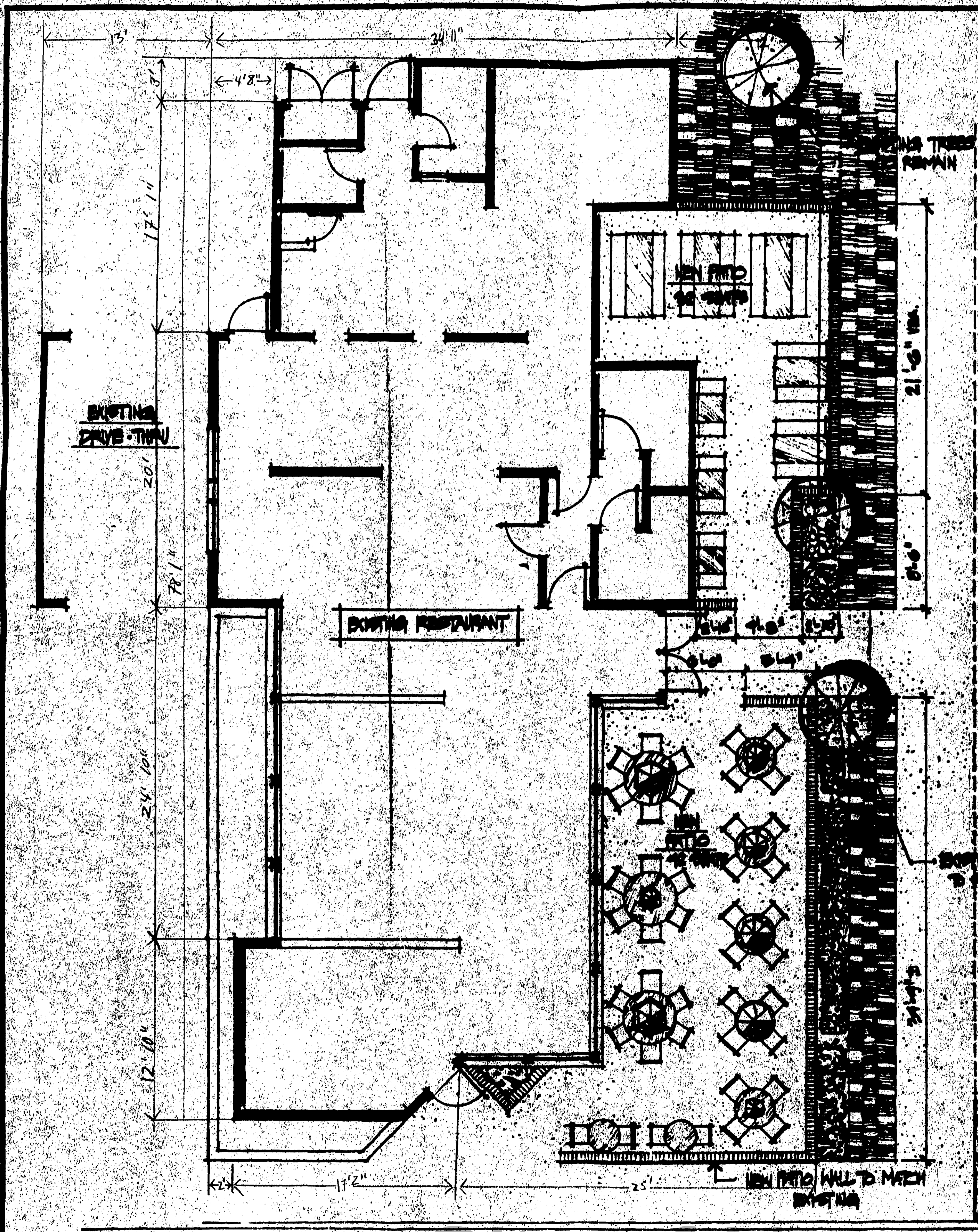
ARCHITECTURE
PLANNING
DESIGN
GRAPHICS
DER WIENERSCHNITZEL
4501 JAMBOREE ROAD
NEWPORT BEACH, CALIF. 92659
TEL. 561-854-1234



DER WIENERSCHNITZEL
4501 JAMBOREE ROAD
NEWPORT BEACH, CALIF.

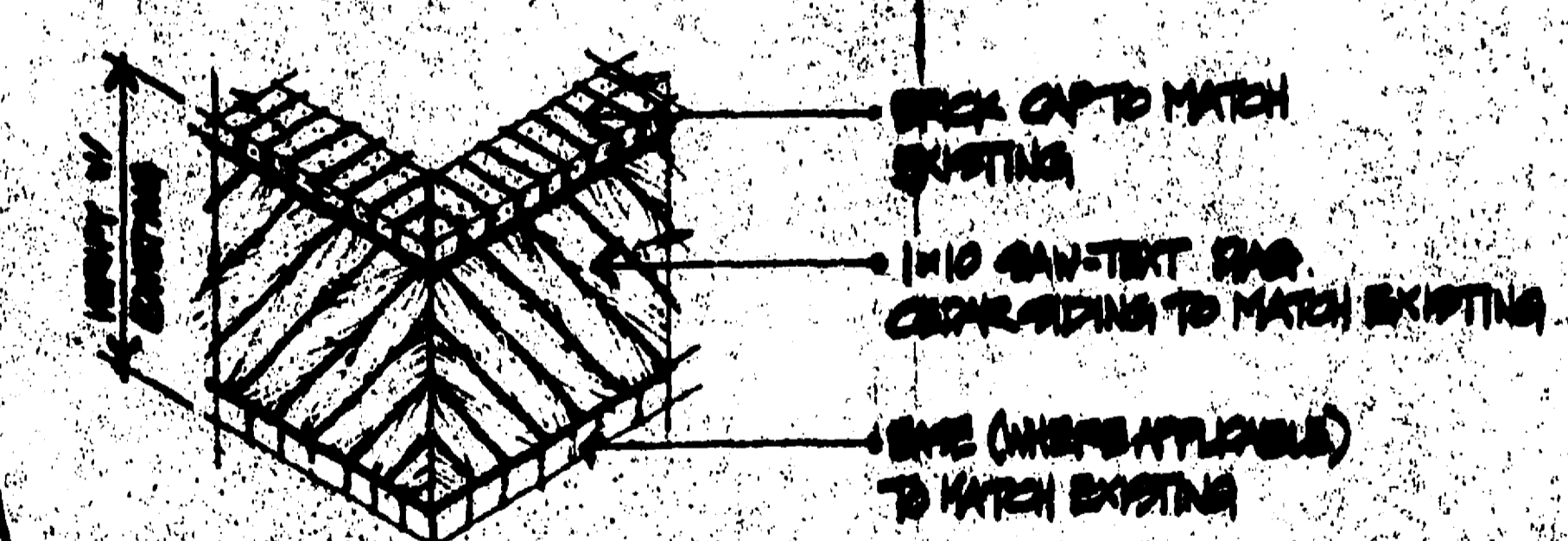
SHEET 01-22
A
OF 11

WIENERSCHNITZEL
4501 JAMBOREE ROAD
NEWPORT BEACH, CA



Proposed Patio

SEATING- 74 OUTDOOR PATIO SEATS PROPOSED



TYPICAL PATIO WALL
10 2012

UP-1797C
3023

REVISIONS

27 JAN 85

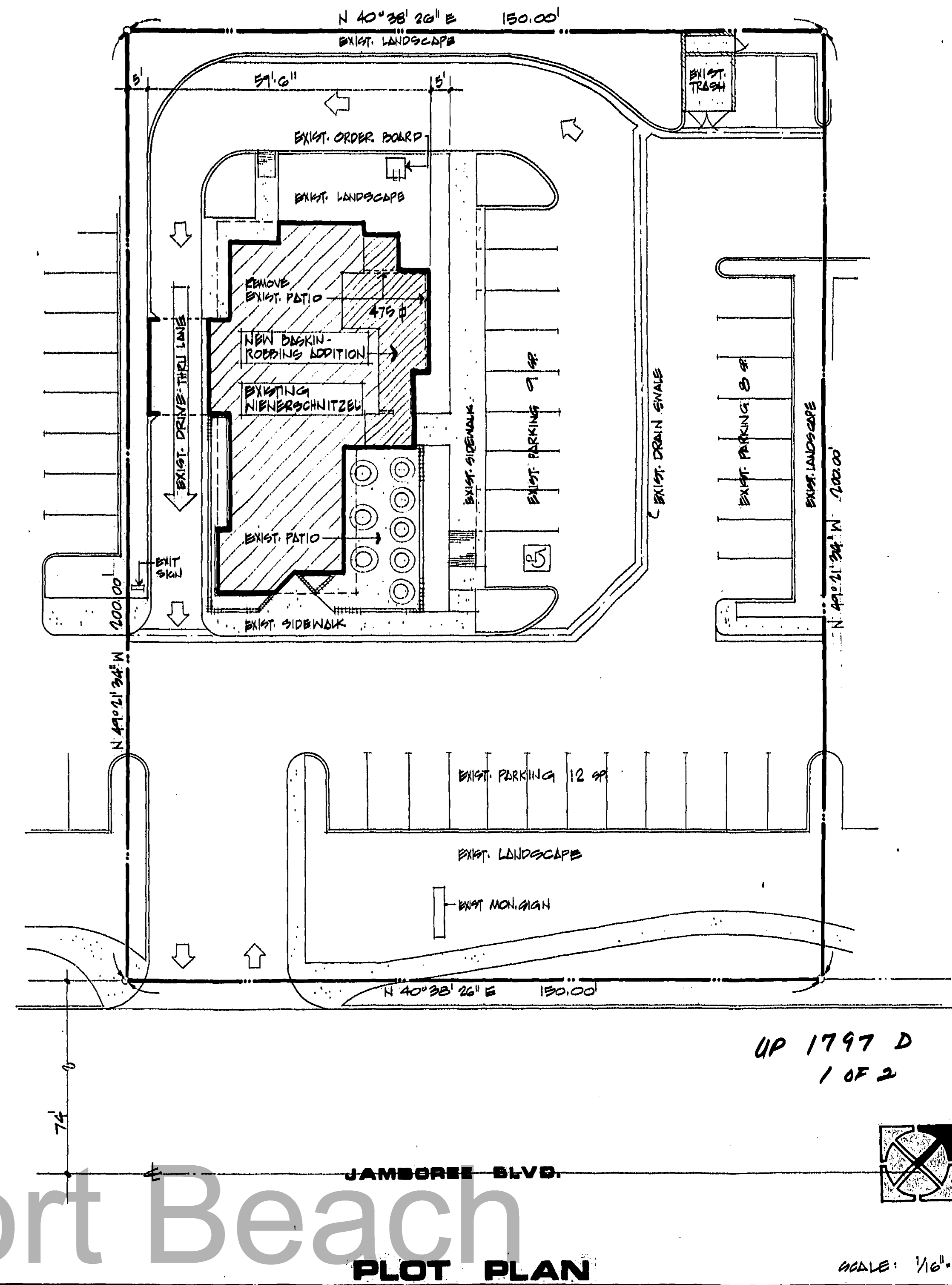
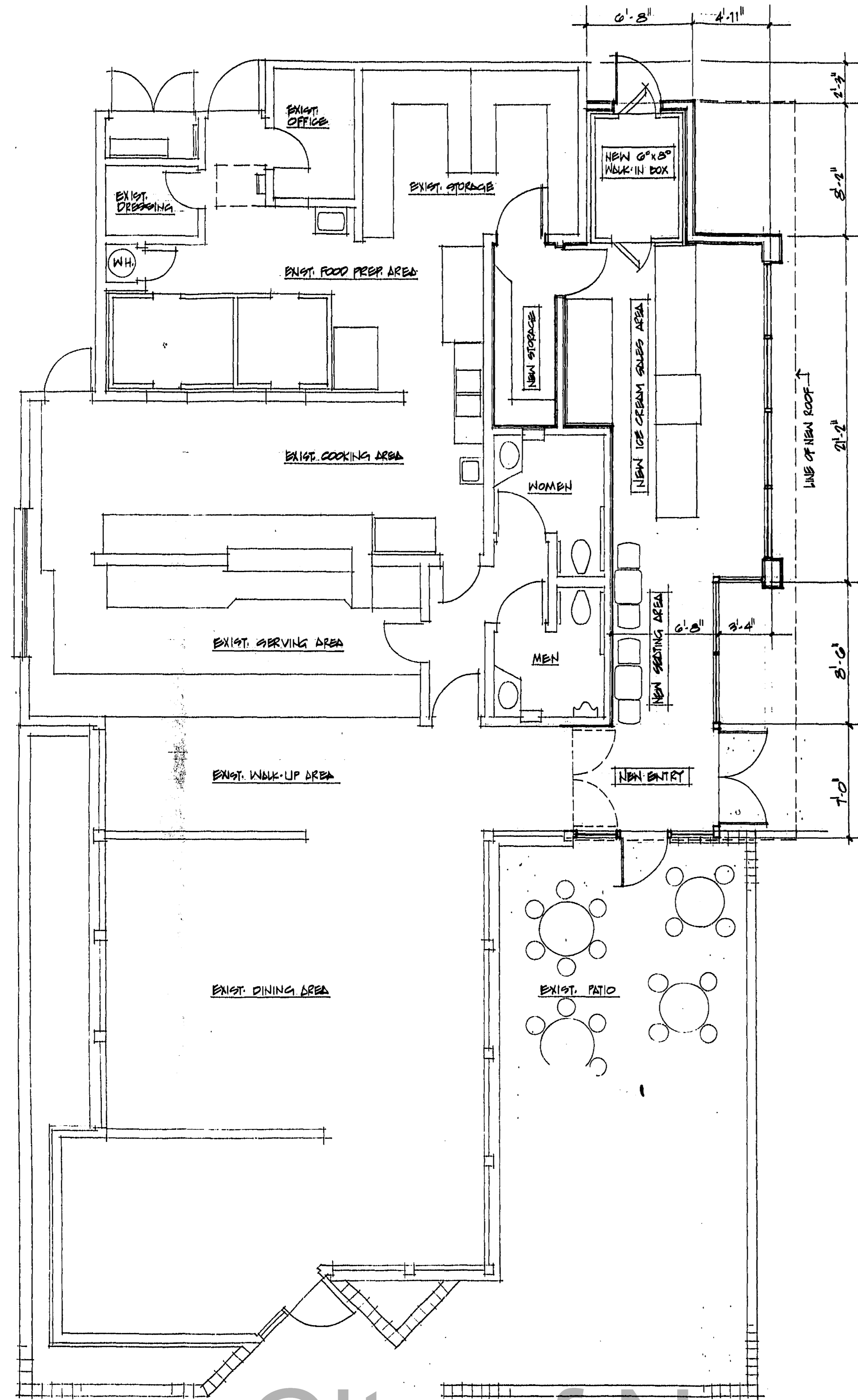


PROPOSED PATIO ADDITION
WIERSCHMATTZEL
4801 JAMISON RD.
NEWPORT BEACH, CA.

SHEET

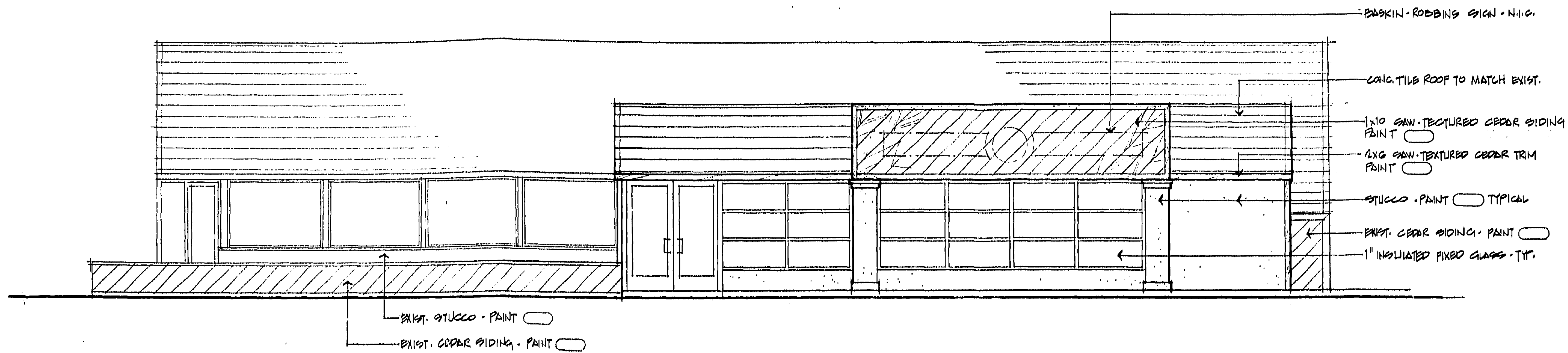
27

EXIST. DRIVE - THRU



City of Newport Beach

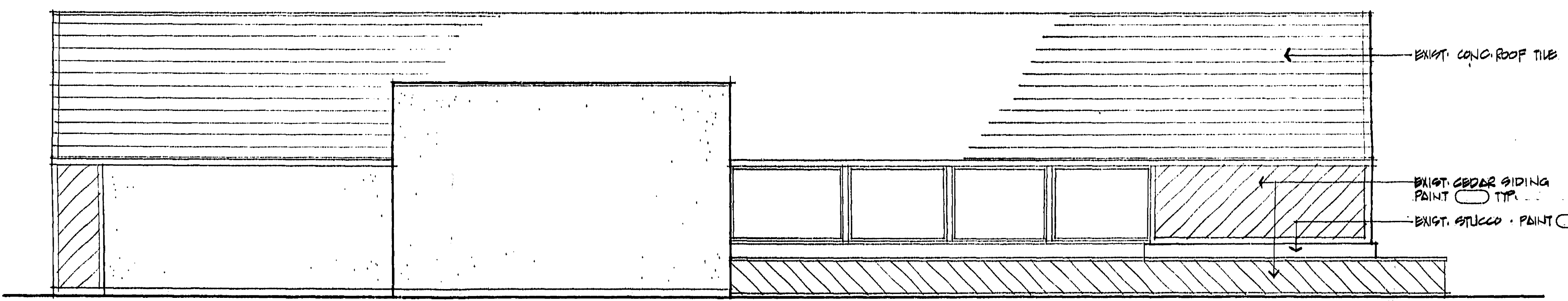
#390 WIENERSCHNITZEL REMODEL 4501 JAMBOREE ROAD NEWPORT BEACH, CA.		REVISIONS Δ Δ Δ
DATE 7-21-89	OWNER: WIENERSCHNITZEL, INC. 4440 VON KROMAN AVE NEWPORT BEACH, CA. PH: 714-752-3800	REVISIONS Δ Δ Δ
DRAWN BY PAUL SLOAN	OWNER: WIENERSCHNITZEL, INC. 4440 VON KROMAN AVE NEWPORT BEACH, CA. PH: 714-752-3800	REVISIONS Δ Δ Δ
DESIGNED BY C. R. H. O.	OWNER: WIENERSCHNITZEL, INC. 4440 VON KROMAN AVE NEWPORT BEACH, CA. PH: 714-752-3800	REVISIONS Δ Δ Δ
PROJECT NO. 9080-001-174	OWNER: WIENERSCHNITZEL, INC. 4440 VON KROMAN AVE NEWPORT BEACH, CA. PH: 714-752-3800	REVISIONS Δ Δ Δ



- BASKIN-ROBBINS SIGN - N.I.C.
- CONG. TILE ROOF TO MATCH EXIST.
- 1x10 SAW-TEXTURED CEDAR SIDING PAINT
- 2x6 SAW-TEXTURED CEDAR TRIM PAINT
- STUCCO - PAINT TYPICAL
- EXIST. CEDAR SIDING - PAINT
- 1" INSULATED FIXED GLASS - TYP.

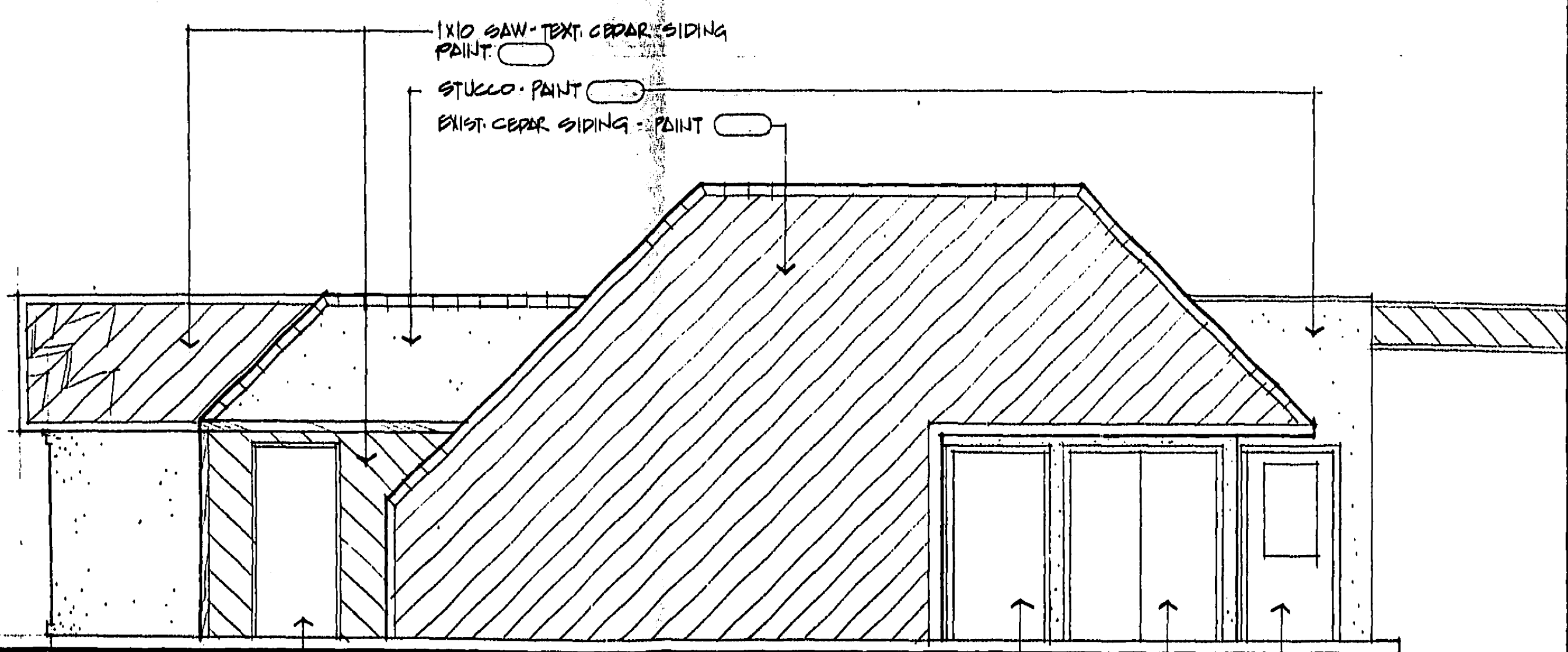
- EXIST. STUCCO - PAINT
- EXIST. CEDAR SIDING - PAINT

NORTH-EAST ELEVATION



- EXIST. CONG. ROOF TILE
- EXIST. CEDAR SIDING PAINT TYP.
- EXIST. STUCCO - PAINT TYP.

SOUTH-WEST ELEVATION



- 1x10 SAW-TEXT. CEDAR SIDING PAINT
- STUCCO - PAINT
- EXIST. CEDAR SIDING - PAINT

- DR. & FR. - PAINT

NORTH-WEST ELEVATION



- EXIST. CEDAR SIDING - PAINT
- NEW 1x10 SAW-TEXT. CEDAR SIDING PAINT
- STUCCO - PAINT TYP. OLD & NEW
- 1" FIXED INSUL. GLASS TYP.

UP 1797 B
2 OF 2

SOUTH-EAST ELEVATION

REVISIONS

OWNER:
WIENERSCHNITZEL INC.
4440 VON KARMAN AVE.
NEWPORT BEACH, CA.
PH: 714-752-5800

DATE: 01-85
BY: PLOON
CHECKED BY:
0080-01-174

C · R · H · O
Architecture · Interiors · Planning
Cohasset Bay · Norwalk · Chicago · Incorporation
550 W. First St. P.O. Box 1008 Tustin, CA 92680
714 832 1834

EXTERIOR ELEVATIONS #390
WIENERSCHNITZEL
REMODEL
4501 JAMBOREE ROAD
NEWPORT BEACH, CA.

SHEET
2
OF 2

City of Newport Beach

Attachment No. CD 3

Drive-Thru Queuing, Site Access, and Parking Evaluation

February 16, 2023

Mr. Kareem Ali
Starbucks
555 Anton Boulevard, Suite 300
Costa Mesa, CA 92626

LLG Reference: 2.22.4625.1

Subject: **Drive-Thru Queuing Evaluation for
Starbucks at Birch & Jamboree**
Newport Beach, California

Engineers & Planners
Traffic
Transportation
Parking

**Linscott, Law &
Greenspan, Engineers**

2 Executive Circle
Suite 250
Irvine, CA 92614
949.825.6175 T
949.825.6173 F
www.llgengineers.com

Pasadena
Irvine
San Diego
Woodland Hills

Dear Mr. Ali:

Linscott, Law & Greenspan, Engineers (LLG) is pleased to present the findings of a drive-thru queuing evaluation for the proposed conversion of an existing Weinerschnitzel restaurant to a Starbucks at 4501 Jamboree Road, Newport Beach. This updates our prior letter report dated February 6, 2023 to address City staff comments.

The Project site located at the southwest corner of the Jamboree Road and Birch Street intersection. The existing building currently operated by Weinerschnitzel is 2,668 square feet (SF) in size, which will be reduced to approximately 2,117 SF (a reduction of approximately 551 SF) for the proposed Starbucks. The existing 1,242-SF Starbucks (with 10 interior and 10 outdoor dining seats) located at 4551 Jamboree Road and north of the Weinerschnitzel building will not be maintained for future operation by Starbucks.

Based on the findings of our analysis, the proposed design and configuration of the drive-thru facility will be adequate in serving drive-thru queues generated by the Project.

The following pages describe our study methodology and findings.

PROJECT DESCRIPTION

Figure 1 presents a vicinity map for the Project. **Figure 2** illustrates the proposed site plan and drive-thru design.

Philip M. Linscott, PE (1924-2000)
Jack M. Greenspan, PE (Ret.)
William A. Law, PE (Ret.)
Paul W. Wilkinson, PE
John P. Keating, PE
David S. Shender, PE
John A. Boarman, PE
Clare M. Look-Jaeger, PE
Richard E. Barretto, PE
Keil D. Maberry, PE

The Project consists of 2,117 SF of gross floor area with a 25-seat interior café and approximately 322 SF with 16 seats of patio/outdoor seating (the existing patio/outdoor seating is approximately 515 SF with 36 seats). Vehicular access is provided via a two-way (entry and exit) driveway located off southbound Jamboree Road. A drive-thru lane that could accommodate 13 vehicles will be provided. The parking supply of 30 spaces (the same number of spaces as the existing Weinerschnitzel) will be provided.

As shown on *Figure 2*, approximately 13 vehicles can be accommodated within the drive-thru lane, consisting of 7 vehicles before reaching the order/menu board, and 6 vehicles between the order/menu board and the pick-up window.

DRIVE-THRU QUEUING ANALYSIS

Attached at the end of this letter report is LLG's prior queuing and site access study dated January 27, 2022 that was prepared for the Starbucks at Bristol & Birch, and approved by the City of Newport Beach. As part of that study, and to estimate drive-thru queue storage length requirements for Starbucks, queue observations were conducted at the existing Starbucks located at:

- **Harbor & 91 Fwy Store# 23316 (1224 N. Harbor Boulevard, Anaheim)**

The proposed Starbucks at Birch & Jamboree would be similar to the existing Starbucks Anaheim in terms of size (Project: 2,400 SF, Anaheim: 2,100 SF), total number of employees (Project: 30, Anaheim: 35), and hours of operation (Project: 4:30am to 12:00am, Anaheim 4:30am to 11:00pm), and would provide a greater number of staff during the peak work shift (Project: 8 to 9 employees, Anaheim: 6 to 8 employees), and more parking spaces (Project: 30, Anaheim 22).

Table 1 presents the drive-thru queue observation results for each of the three survey dates at the existing Starbucks Anaheim, indicating the number of vehicles in queue, and the number of occurrences each queue length was observed. As *Table 1* indicates, the average queue observed was 6 vehicles, the 85th percentile queue was 10 vehicles, the 95th percentile queue was 11 vehicles, and the 100th percentile or maximum queue was 14 vehicles. The site plan for the Anaheim café shows that approximately 8 vehicles can be accommodated within the drive-thru facility. When the queue exceeded this queue storage length, the vehicles were observed to use the drive aisle, but the queue dissipated quickly without any special/peak period management measures being implemented.

According to Starbucks, drive-thru transactions that were generated during the surveys are comparable to pre-COVID conditions, and likely to be greater than before the COVID pandemic since more customers are now choosing to use the drive-thru instead of going inside the café.

The observed queue lengths at the existing Starbucks Anaheim are anticipated to be greater than what the proposed Starbucks at Birch & Jamboree could generate. This is because the proposed Starbucks at Birch & Jamboree is projected to have approximately 25% less sales than the existing Starbucks Anaheim based on the fact that there are more Starbucks locations that exist near the Project (see the attached map at the end of this letter), and customers will clearly have more options to choose from, thereby reducing the demand on the Project's drive-thru facility by the estimated 25%.

In addition, the proposed Project will primarily be serving commuters (who do not linger like in a sit-down café without a drive-thru) and more local (and directional) traffic along the Jamboree Road corridor. Based on the characteristics of the proposed project site, it is not envisioned that patrons will linger within the café given the more inviting options presented in other nearby locations.

It should further be noted that the proposed Starbucks at Birch & Jamboree will have newer equipment that operate quicker, and the initial order point located one to two vehicles further than the existing Starbucks Anaheim. This is expected to result in greater efficiency of the Project's drive-thru operations, allowing the Starbucks team to receive the customer's order sooner and have it be ready when they arrive at the window, which in turn, will help facilitate processing orders and serve drive-thru customers more expediently, and move vehicles in the drive-thru quicker through the queue.

A drive-thru lane is self-regulating. That is, customers will approach the property and evaluate whether it would be faster to enter the drive-thru lane, or park their vehicle and walk in. This shows why expediting drive-thru operations and increasing parking space accessibility (by increasing parking turnover, shortening parking duration, and minimizing internal circulation "friction" or conflicts) go hand-in-hand in equalizing peak traffic demand on site, enhancing the Project's ability to fully address parking, site access and on-site circulation needs during periods of peak activity.

Table 2 summarizes the findings of the drive-thru queuing analysis for the Project that presumes the 25% reduced demand on the drive-thru. **Figure 3** illustrates where the average queue of 5 vehicles, the 85th percentile queue of 8 vehicles, the 95th percentile queue of 9 vehicles, and the 100th percentile or maximum queue of 11 vehicles would be located within the proposed drive-thru lane for the Project. As shown, there would be adequate queue storage provided in the proposed design of the drive-thru lane to fully accommodate all estimates of queue lengths.

Based on the drive-thru design, operations, and service characteristics of the proposed Starbucks described above, we conclude that potential drive-thru queues could be accommodated within the proposed drive-thru lane without the implementation of any on-site traffic control or additional management measures.

Because the Project will maintain the same number of parking spaces as the existing Weinerschnitzel and provide a total supply of 30 spaces, the Project's parking supply is adequate.

• • • • •

We appreciate the opportunity to work on this study. If you have any questions regarding this analysis, please call us at 949.825.6175.

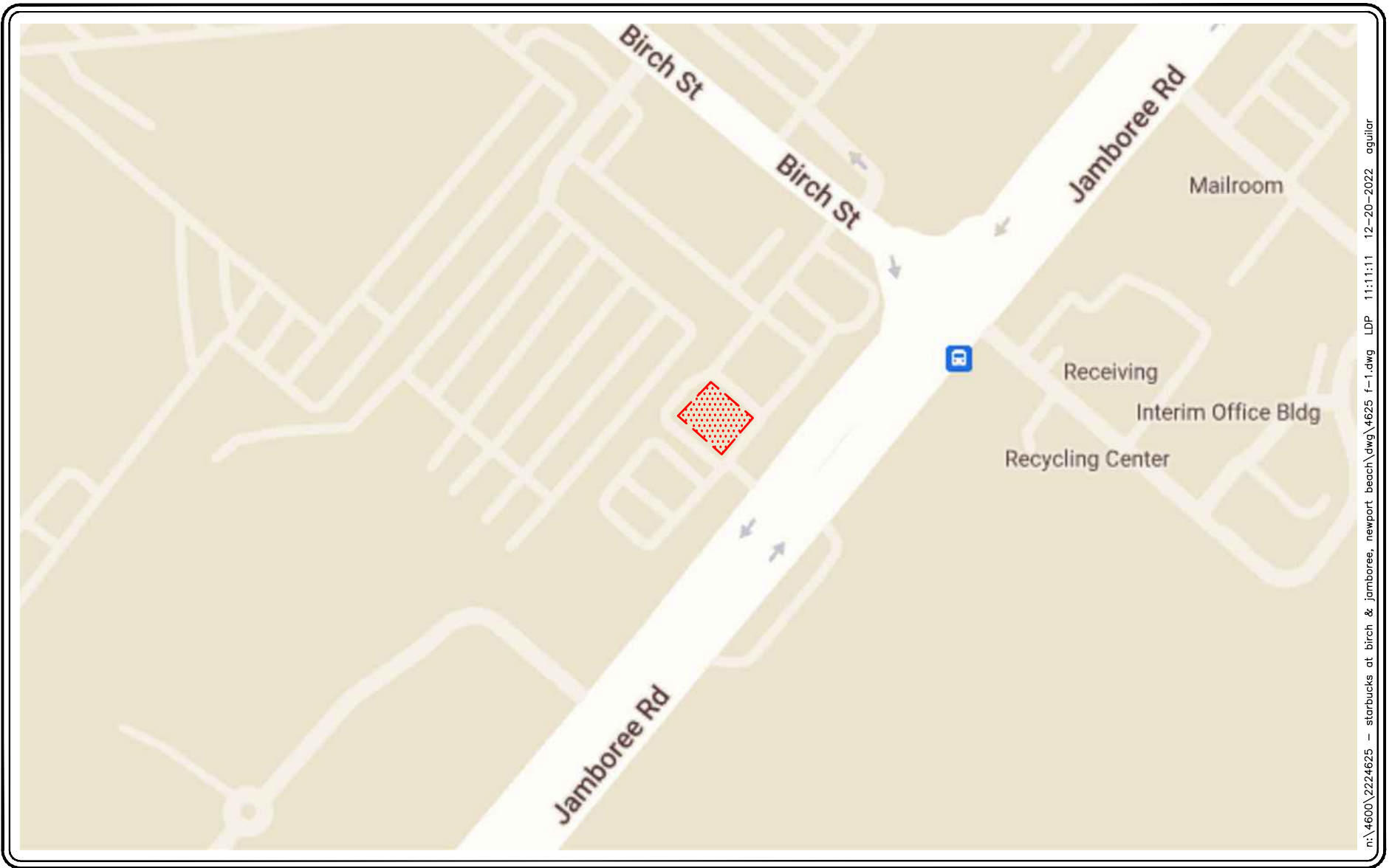
Sincerely,

Linscott, Law & Greenspan, Engineers

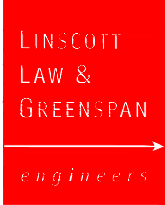


Trissa (de Jesus) Allen, P.E.
Senior Transportation Engineer

Attachments



n:\4600\2224625 - starbucks at birch & jamboree, newport beach\dwg\4625 f-1.dwg LDP 11:11:11 12-20-2022 aguilan



NO SCALE

SOURCE: GOOGLE

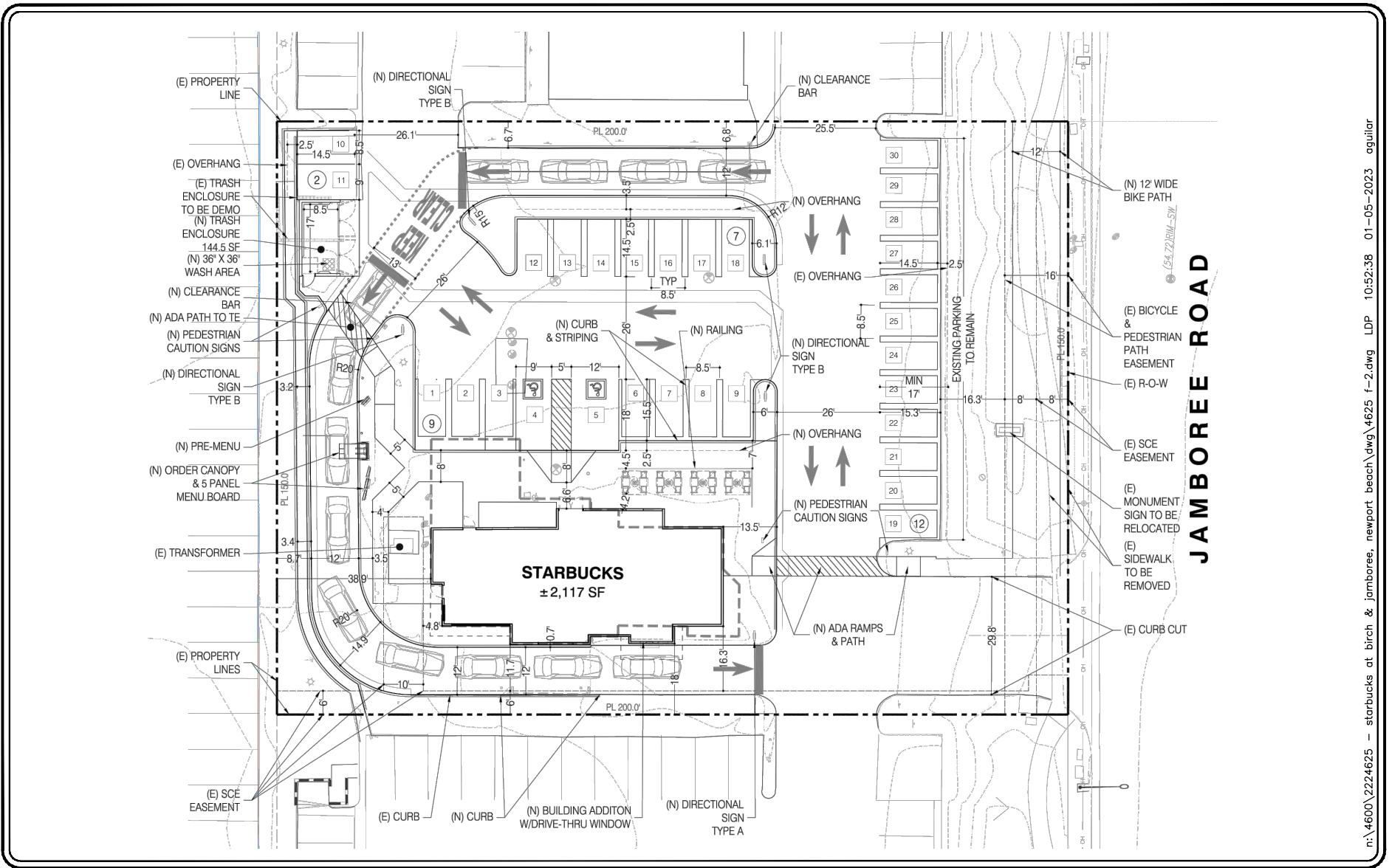
KEY

 = PROJECT SITE

FIGURE 1

VICINITY MAP

STARBUCKS AT BIRCH & JAMBOREE, NEWPORT BEACH

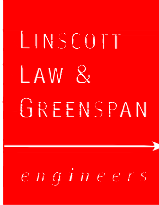



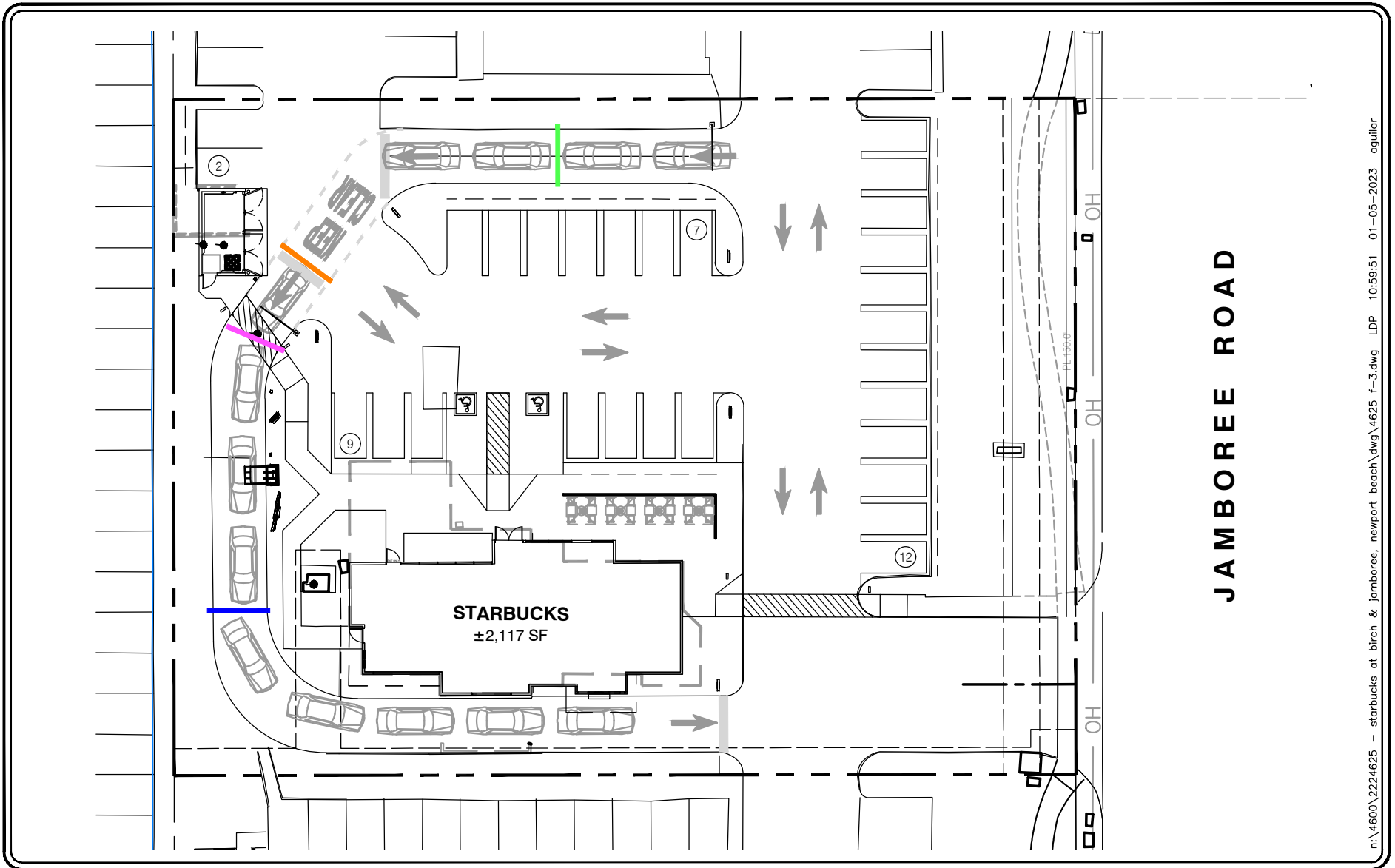
n:\4600\2224625 - starbucks at birch & jamboree, newport beach\dwg\4625 f-2.dwg LDP 10:52:38 01-05-2023 aguilor

SOURCE: GREENBERG FARROW

FIGURE 2

PROPOSED DRIVE-THRU DESIGN STARBUCKS AT BIRCH & JAMBOREE, NEWPORT BEACH



 NO SCALE



n:\4600\2224625 - starbucks at birch & jamboree, newport beach\dwg\4625 f-3.dwg LDP 10:59:51 01-05-2023 agular

LINSCOTT
LAW &
GREENSPAN
engineers



NO SCALE

SOURCE: GREENBERG FARROW
KEY

- = AVERAGE QUEUE
- = 85th PERCENTILE QUEUE
- = 95th PERCENTILE QUEUE
- = MAXIMUM QUEUE

FIGURE 3

PROPOSED DRIVE-THROUGH LANE STACKING REQUIREMENTS

STARBUCKS AT BIRCH & JAMBOREE, NEWPORT BEACH

TABLE 1
SEPTEMBER/OCTOBER 2021 DRIVE-THROUGH QUEUE OBSERVATIONS AT STARBUCKS ANAHEIM¹
STARBUCKS AT BIRCH & JAMBOREE, NEWPORT BEACH

Number of Vehicles Observed in Queue (N)	Number of Occurrences (N) Was Observed		
	Day #1 Wednesday September 29, 2021	Day #2 Thursday September 30, 2021	Day #3 Friday October 1, 2021
0	5	8	6
1	23	23	34
2	44	44	67
3	38	65	56
4	41	76	57
5	51	79	38
6	45	53	30
7	49	20	19
8	49	15	21
9	38	26	18
10	21	6	28
11	10	5	25
12	5	0	10
13	1	0	6
14	0	0	5
Total	420	420	420
Average	6	5	5
85th Percentile	9	7	10
95th Percentile	10	9	11
100th Percentile (Max)	13	11	14

Note:

[1] Drive-thru queue observations were conducted at Starbucks located at 1224 N. Harbor Boulevard, Anaheim from 7:00AM to 9:00AM, 11:00AM to 1:00PM, and 4:00PM to 7:00PM on each of the three survey dates, by AimTD, LLC.

TABLE 2
PROJECT QUEUEING FORECAST
STARBUCKS AT BIRCH & JAMBOREE, NEWPORT BEACH

Queue	Peak Queue Observed from Starbucks Anaheim per <i>Table 1</i> (veh)	Proposed Project (Starbucks at Birch & Jamboree)		
		Adjusted Queue for the Project with 25% Reduction (veh)	Proposed Drive-Thru Queue Storage (veh)	Adequate Drive-Thru Storage? (Yes/No)
Average Queue	6	5	13	Yes
85 th Percentile Queue	10	8	13	Yes
95 th Percentile Queue	11	9	13	Yes
100 th Percentile Queue (Max)	14	11	13	Yes

January 27, 2022

Mr. Kareem Ali
Starbucks
555 Anton Boulevard, Suite 300
Costa Mesa, CA 92626

LLG Reference: 2.21.4466.1

Subject: **Revised**
Drive-Thru Queuing, Site Access, and Parking Evaluation for
Starbucks at Bristol & Birch
Newport Beach, California

Engineers & Planners

Traffic
Transportation
Parking

**Linscott, Law &
Greenspan, Engineers**

2 Executive Circle
Suite 250
Irvine, CA 92614

949.825.6175 T
949.825.6173 F
www.llgengineers.com

Pasadena
Irvine
San Diego
Woodland Hills

Dear Mr. Ali:

Linscott, Law & Greenspan, Engineers (LLG) is pleased to present the findings of a drive-thru queuing, site access, and parking evaluation for the proposed Starbucks located at the southeast corner of the Bristol Street and Birch Street intersection (presuming Bristol Street runs in the east-west direction) in the City of Newport Beach. This letter report updates the prior study dated January 25, 2022 to address City staff comments on that previous study.

Based on the findings of our analysis, the proposed design and configuration of the drive-thru facility and site access points will be adequate in serving drive-thru queues, and inbound and outbound traffic generated by the Project. In addition, the proposed on-site supply of 20 spaces will be adequate in meeting the Project's total parking needs.

The following pages describe our study methodology and findings.

PROJECT DESCRIPTION

Figure 1 presents a vicinity map for the Project. *Figure 2* illustrates the proposed site plan and drive-thru design.

The Project consists of 2,565 square feet (SF) of gross floor area, plus 300 SF of patio seating. Vehicular access is provided via two-way (entry and exit) driveways located off eastbound Bristol Street and Birch Street. A drive-thru lane and 20 on-site parking spaces will be provided.

Philip M. Linscott, PE (1924-2000)
Jack M. Greenspan, PE (Ret.)
William A. Law, PE (Ret.)
Paul W. Wilkinson, PE
John P. Keating, PE
David S. Shender, PE
John A. Boarman, PE
Clare M. Look-Jaeger, PE
Richard E. Barretto, PE
Keil D. Maberry, PE

As shown on *Figure 2*, approximately 11 vehicles can be accommodated within the drive-thru lane, consisting of 5 vehicles before reaching the order/menu board, and 6 vehicles between the order/menu board and the pick-up window.

The scope for this study was developed in close coordination with City staff, and included a thorough review of existing Starbucks locations in order to select sites that are comparable to the Project for the purposes of conducting drive-thru queuing observations and parking demand counts. *Appendix A* contains maps showing existing Starbucks cafes that were considered.

The first map in *Appendix A* shows that there are four Starbucks cafes that exist within a radius of one mile from the Project, as follows:

- **Bristol & Redhill Store# 22637**, which has a drive-thru, and located in the Bristol Village shopping center approximately 0.8 miles northwest of the Project
- **Jamboree & Bristol Store# 14018**, without a drive-thru, and located in the Back Bay Court shopping center approximately 0.8 miles southeast of the Project
- **MacArthur & Campus Store# 5216**, without a drive-thru, and located in the MacArthur/Campus shopping center
- **Jamboree & Birch Store# 5661**, without a drive-thru, and located in the Jamboree Plaza shopping center

Because the four existing cafes listed above are located within a shopping center, their development setting would differ from the Project, which is a standalone site. Two standalone Starbucks cafes located in Anaheim were identified to be more representative of the Project (i.e., not part of a shopping center or mixed-use development, freeway accessible, located along a major arterial, a parking supply of around 20 spaces). The second and third maps contained in *Appendix A* illustrate the locations of the two cafes selected as survey locations for this study, as follows:

- **Harbor & 91 Fwy Store# 23316 (1224 N. Harbor Boulevard, Anaheim)**, which is a standalone café, approximately 0.2 miles south of the SR-91 Freeway, with full access (unsignalized driveway) off Harbor Boulevard, a drive-thru facility that can accommodate approximately 8 vehicles in queue, and provides 22 spaces on site. *Appendix A* includes the site plan for this café. The City of Anaheim does not require the implementation of peak period traffic control or parking management measures for this site.
- **Lincoln & Magnolia Store# 59228 (2595 W. Lincoln Avenue, Anaheim)**, which is a standalone café, approximately 1.2 miles southwest of the I-5 Freeway, with right-turn in and out access (unsignalized driveways) off Magnolia Avenue and Lincoln Avenue, a drive-thru facility that can accommodate approximately 8 vehicles in queue, and provides 16 spaces on

site. *Appendix A* includes the site plan for this café. The City of Anaheim does not require the implementation of peak period traffic control or parking management measures for this site.

Appendix B contains the Project's prior site plan approved by the County of Orange (PA 95-109 Changed Plan), which shows a total of 24 spaces on site. The Project will result in a net reduction of 4 spaces due to parking lot and site access design improvements required by the City for the Project, as follows:

- Improvement to the accessible path from the Bristol Street right-of-way to the store entrance.
- Modification to the existing accessible parking space and sidewalk ramp for compliance with current accessible code requirements.
- Relocation of the trash enclosure to place it on an accessible path of travel from the building for compliance with accessible code requirements. Relocation of the trash enclosure affected the existing non-conforming tandem parking spaces. Removal of tandem parking spaces resulted in the loss of three stalls.
- One stall was removed to provide for a compliant turn around space.

DRIVE-THRU QUEUING ANALYSIS

Queuing Survey Methodology

To estimate drive-thru queue storage length requirements for Starbucks, queue observations were conducted at the existing Starbucks located at:

- **Harbor & 91 Fwy Store# 23316 (1224 N. Harbor Boulevard, Anaheim)**

Figure 3 presents the hourly transaction profile for the above site for each day of the week (September 27, 2021 through October 3, 2021). It shows that the peak number of transactions occurred on Wednesday, Thursday, and Friday, coinciding with the drive-thru queuing observations that were conducted during these peak operating days of the week (September 29, 2021, September 30, 2021, and October 1, 2021). The time periods selected for each survey date were 7:00 AM to 9:00 AM, 11:00 AM to 1:00 PM, and 4:00 PM to 7:00 PM.

Table 1 provides a comparison between drive-thru and indoor transactions (comprised of mobile orders and other transactions made inside the cafe) during the survey week. For Site #1 (1224 N. Harbor) evaluated for queuing purposes, *Table 1* indicates that the greatest number of total transactions occurred on Thursday, with approximately 66% of sales generated from drive-thru operations, 20% from mobile orders from inside the café (representing customers who parked in a space and walked into the café), and 14% from other indoor orders. These are important aspects

to note because they indicate that the majority of Starbucks orders were made from the drive-thru lane, as opposed to walk-in traffic occupying a parking space, and that there was a high percentage of mobile orders generated.

Survey Results and Data Interpretation

Table 2 presents the drive-thru queue observation results for each of the three survey dates, indicating the number of vehicles in queue, and the number of occurrences each queue length was observed. As **Table 2** indicates, the average queue observed was 6 vehicles, the 85th percentile queue was 10 vehicles, the 95th percentile queue was 11 vehicles, and the 100th percentile or maximum queue was 14 vehicles. The site plan for this café shows that approximately 8 vehicles can be accommodated within the drive-thru facility. When the queue exceeded this queue storage length, the vehicles were observed to use the drive aisle, but the queue dissipated quickly without any special/peak period management measures being implemented.

According to Starbucks, drive-thru transactions that were generated during the surveys are comparable to pre-Covid conditions, and likely to be greater than before since more customers are now choosing to use the drive-thru instead of going inside the café.

The observed queue lengths at the existing Starbucks Anaheim are anticipated to be greater than what the proposed Starbucks at Bristol & Birch could generate. This is because the proposed Starbucks at Bristol & Birch is projected to have approximately 25% less sales than the existing Starbucks Anaheim based on the fact that there are more Starbucks locations that exist within one mile of the Project (as discussed in the Project Description section of this study). With four Starbucks cafes that exist near the Project, customers clearly have more options to choose from, thereby reducing the demand on the Project's drive-thru facility by the estimated 25%.

In addition, the Anaheim Starbucks evaluated for drive-thru queuing purposes serves a larger, more regional market that includes traffic from the SR-91 Freeway, Harbor Boulevard corridor, Downtown Fullerton to the north, and Downtown Anaheim to the south. There is only one other café that exists within a one-mile radius. In contrast, the proposed Project will primarily be serving commuters (who do not linger like in a sit-down café without a drive-thru) and more local (and directional) traffic along the Bristol Street one-way couplet, and SR-73 Freeway further disperses because of high proliferation of Starbucks cafes (a total of four cafes within a one-mile radius) in the Newport Beach area. Based on the characteristics of the proposed project site, it is not envisioned that patrons will linger within the café given the more inviting options presented in the other nearby locations.

It should further be noted that the proposed Starbucks at Bristol & Birch will have newer equipment that operate quicker, and the initial order point located one to two vehicles further than the existing Starbucks Anaheim. This is expected to result in

greater efficiency of the Project's drive-thru operations, allowing the Starbucks team to receive the customer's order sooner and have it be ready when they arrive at the window, which in turn, will help facilitate processing orders and serve drive-thru customers more expediently, and move vehicles in the drive-thru quicker through the queue.

A drive-thru lane is self-regulating. That is, customers will approach the property and evaluate whether it would be faster to enter the drive-thru lane, or park their vehicle and walk in. This shows why expediting drive-thru operations and increasing parking space accessibility (by increasing parking turnover, shortening parking duration, and minimizing internal circulation "friction" or conflicts) go hand-in-hand in equalizing peak traffic demand on site, enhancing the Project's ability to fully address parking, site access and on-site circulation needs during periods of peak activity. The next sections of this letter report discuss our findings from detailed site access and parking analyses that indicate the Project will be able to adequately address site access and parking needs.

As described previously, the Project is anticipated to have a reduced demand of 25% based on the fact that there are four more Starbucks locations that exist within one mile of the Project (compared to only one other café that exists within the same one-mile radius of the Starbucks Anaheim observed for queuing purposes). The projected 25% reduced demand on the Project's drive-thru operations also accounts for the potential benefits of two operational strategies, which are not currently implemented at the existing Starbucks Anaheim, and are described below.

As presented previously on *Table 1* (which provides a comparison between drive-thru and indoor transactions during the survey week), the majority of Starbucks orders were made from the drive-thru lane, as opposed to walk-in traffic occupying a parking space, and that there was a high percentage of mobile orders generated. Based on this, and as a conservative measure to better facilitate drive-thru queuing during peak periods for the Project, it is recommended for the Project to position an order taker outside to expedite service from the drive-thru and help vehicle queues to dissipate quicker. In addition, the Project should designate 1 or 2 spaces (farthest away from Bristol Street) for mobile pick-up orders to help reduce drive-thru queuing and shorten parking duration. The potential benefit of allocating spaces to mobile pick-up orders will be discussed further in the parking section of this letter report.

Table 3 summarizes the findings of the drive-thru queuing analysis for the Project that presumes the 25% reduced demand on the drive-thru. **Figure 4** illustrates where the average queue of 5 vehicles, the 85th percentile queue of 8 vehicles, the 95th percentile queue of 9 vehicles, and the 100th percentile or maximum queue of 11 vehicles would be located within the proposed drive-thru lane for the Project. As shown, there would be adequate queue storage provided in the proposed design of the drive-thru lane to fully accommodate all estimates of queue lengths; however, it should be noted that the 85th percentile queue length is considered to be the industry's

most appropriate and solid basis for planning and designing a drive-thru facility. As described previously, drive-thru queues are expected to be shorter and would dissipate quicker due to projections of 25% less sales for the Project compared to the existing Starbucks Anaheim, and greater efficiency of processing drive-thru orders because of the proposed order/menu board and pickup window configuration, positioning an order taker outside to expedite drive-thru service during peak periods, and designating 1 or 2 spaces for mobile order pick-up.

Based on the drive-thru design, operations, and service characteristics of the proposed Starbucks described above, we conclude that potential drive-thru queues could be accommodated within the proposed drive-thru lane without the implementation of any on-site traffic control or additional management measures (going beyond what has previously been described).

SITE ACCESS ANALYSIS

Table 4 presents the ITE trip rates (per the 11th Edition of ITE's Trip Generation manual) and the resulting ITE trip generation estimates for the Starbucks Project and for the existing Burger King to be replaced by the Project.

As indicated in *Table 4*, compared to the existing Burger King, the Project would generate an increase of 170 weekday daily trips, 106 AM peak hour trips, and 15 PM peak hour trips. These ITE-based incremental peak hour trips for the Project were assigned to each project driveway intersection, and provide the basis for detailed peak hour level of service and queuing analyses at each of the two project driveway intersections under Existing Plus Project conditions. It should be noted that the LOS analysis conducted for existing conditions account for actual trips generated by the existing Burger King currently operating on the project site based on the AM and PM peak hour traffic counts collected at the two project driveway intersections on Tuesday, October 12, 2021.

Figure 5 illustrates the general directional traffic distribution pattern for the proposed Project. Project traffic volumes both entering and exiting the Project site have been distributed and assigned to the adjacent street system based on the following considerations:

- directional flows on the freeways in the immediate vicinity of the project site (i.e., SR-73 Freeway)
- the site's proximity to major traffic carriers (i.e., Bristol Street, Birch Street, etc.)
- expected localized traffic flow patterns based on adjacent street channelization and presence of traffic signals
- ingress/egress restrictions and availability at the project site

The HCM level of service methodology was applied to evaluate project driveway intersection operations and queues for specific movements. **Table 5** indicates that the two intersections currently operate at acceptable levels of service (i.e., LOS D or better), and would continue to operate at the same acceptable levels with the Project. Furthermore, the proposed Starbucks would not increase the queue lengths for specific movements at each project driveway intersection, as indicated in **Table 6**.

PARKING ANALYSIS

Based upon the proposed site plan for the project, a total of 20 surface parking spaces will be provided on site.

For “Food Service-Fast Food” restaurants, *Chapter 21.40 Off-Street Parking* of the City’s Municipal Code requires 1 space per 50 SF of gross floor area, and 1 space per 100 SF of outdoor dining areas. The application of this City Code ratio to the proposed Starbucks (2,565 SF GFA, plus 300 SF of outdoor seating) yields a Code-based parking requirement of 55 spaces. The parking requirement for this Project is based on the existing Conditional Use Permit, which was approved by the County of Orange in 1995. The Conditional Use Permit requires 24 parking spaces. As such, the City requires 24 parking spaces in order to determine compliance with the parking requirement. A 4-space parking waiver is being sought to address the shortfall between the 24 required parking spaces, and the 20 parking spaces proposed.

In order to determine the parking demand for a Starbucks with a drive-thru, field studies were conducted at two separate Starbucks locations. Those locations include the same Anaheim location observed for drive-thru queuing purposes detailed herein, and second Starbucks, located at:

- **Lincoln & Magnolia Store# 59228 (2595 W. Lincoln Avenue, Anaheim)**

As required by the City, the following summarizes operational information for the Project and each of the two existing Starbucks locations:

- **Project**
 - Lot Size: 21,954 SF
 - Building Size: 2,565 SF (plus 300 SF of outdoor seating)
 - Number of Staff on Peak Shift: 6-8 (this varies depending on the day)
 - Total Number of Employees: 30
 - Hours of Operation: 4:00 AM to 12:00 AM daily
 - Parking Supply: 20 spaces

- **1224 N. Harbor Boulevard, Anaheim**
 - Lot Size: 32,626 SF
 - Building Size: 1,700 SF (plus 400 SF of outdoor seating)
 - Number of Staff on Peak Shift: 6-8 (this varies depending on the day)
 - Total Number of Employees: 35
 - Hours of Operation: 4:30 AM to 11:00 PM daily
 - Parking Supply: 22 spaces

- **2595 W. Lincoln Avenue, Anaheim**
 - Lot Size: 22,499 SF
 - Building Size: 2,000 SF (plus 400 SF of outdoor seating)
 - Number of Staff on Peak Shift: 6-8 (this varies depending on the day)
 - Total Number of Employees: 40
 - Hours of Operation: 5:00 AM to 10:00 PM daily
 - Parking Supply: 16 spaces

As discussed previously, *Table 1* provides a comparison between drive-thru and indoor transactions (comprised of mobile orders and other transactions made inside the café) during the survey week.

For Site #1 (1224 N. Harbor) evaluated for queuing and parking purposes, *Table 1* indicates that the greatest number of total transactions occurred on Thursday, with approximately 66% of sales generated from drive-thru operations, 20% from mobile orders from inside the café (representing customers who parked in a space and walked into the café), and 14% from other indoor orders. These are important aspects to note because they indicate that the majority of Starbucks orders were made from the drive-thru lane, as opposed to walk-in traffic occupying a parking space, and that there was a high percentage of mobile orders generated.

For Site #2 (2595 W. Lincoln) evaluated for parking purposes, *Table 1* indicates that the greatest number of total transactions occurred on the same Thursday as Site #1, with approximately 65% of sales generated from drive-thru operations, 15% from mobile orders from inside the café, and 20% from other indoor orders.

Table 7 presents a summary of the parking supply and demand counts for the two existing Starbucks Anaheim locations. The hourly demand counts were performed between 6:00 AM and 8:00 PM on Friday, October 8, 2021 and Saturday, October 9, 2021. All employees park on site, and were accounted for in the parking demand counts conducted.

According to Starbucks, mobile order and other indoor transactions that were generated during the surveys are comparable to pre-Covid conditions, and likely to be significantly less than before since more customers are now choosing to use the drive-

thru instead of going inside the café. Mobile orders significantly reduce the amount of time that patrons spend parked within a parking space because they are able to quickly park, pick up their pre-ordered items, and proceed to their destination.

As discussed previously, the observed parking demand at the existing Starbucks Anaheim locations are anticipated to be greater than what the proposed Starbucks at Bristol & Birch could generate. This is because the proposed Starbucks at Bristol & Birch is projected to have approximately 25% less sales than the existing Starbucks Anaheim cafes based on the fact that there are more Starbucks locations that exist within one mile of the Project (as discussed in the Project Description section of this study). With four Starbucks cafes that exist near the Project (compared to only one other café that exists within the same one-mile radius of each of the two Anaheim cafes observed for parking demand purposes), customers clearly have more options to choose from, thereby reducing the Project's parking demand by the estimated 25%.

In addition, the two Anaheim Starbucks cafes evaluated for parking demand purposes serve a larger, more regional market that includes traffic from the SR-91 Freeway, Harbor Boulevard corridor, Beach Boulevard corridor, Downtown Fullerton to the north, and Downtown Anaheim to the south. There is only one other café that exists within a one-mile radius of each Anaheim café surveyed. In contrast, the proposed Project will primarily be serving commuters (who do not linger like in a sit-down café without a drive-thru) and more local (and directional) traffic along the Bristol Street one-way couplet, and SR-73 Freeway already dispersed because of high proliferation of Starbucks cafes (a total of four cafes within a one-mile radius) in the Newport Beach area.

It should further be noted that the proposed Starbucks at Bristol & Birch will have newer equipment that operate quicker. This is expected to result in greater efficiency of mobile order and other indoor cafe operations.

The projected 25% reduced parking demand also accounts for the potential benefits of two operational strategies, which are not currently implemented at the existing Starbucks Anaheim. As described previously, these include positioning an order taker outside to expedite drive-thru service during peak periods, and designating 1 or 2 spaces for mobile order pick-up. The implementation of these measures will not only help expedite drive-thru operations but also increase parking space accessibility.

The allocation of parking spaces for mobile order pick-up nearest the doorways and farthest away from Bristol Street will maximize parking efficiency on site by increasing parking turnover, shortening parking duration, and will help minimize internal circulation "friction" or conflicts (due to customers parking and backing out of the space) along the drive aisle and the Bristol access (reducing the potential for back-ups onto Bristol Street). As discussed in the prior sections of this study regarding the "self-regulating" aspect of the Project's tripmaking characteristics, drive-thru operations go hand-in-hand with on-site parking in equalizing peak traffic

demand on site; one serves as a “relief valve” for the other. In other words, customers will approach the property and evaluate whether it would be faster to enter the drive-thru lane, or park their vehicle and walk in.

The Project anticipates having 6 to 8 employees, and, consistent with the two Anaheim cafes surveyed for parking demand evaluation purposes, will be parked on site. Because employees have a longer parking duration compared to customers, they will be parking away from the front doors, in the southern portion of the parking lot nearest the drive-thru lane. This would ensure that more conveniently located spaces are preserved for customer use, and would help minimize vehicular and pedestrian conflicts near the drive-thru entrance (by lessening the frequency of vehicles accessing and departing a parking space during peak periods because the spaces would primarily serve employees parked for the majority of the day).

Based on the above considerations, having 1 or 2 spaces for the exclusive use by mobile order customers, positioning an order taker outside to expedite drive-thru service during peak times, and parking employees in a strategic portion of the lot, will enhance the Project’s ability to fully meet peak parking demand, in addition to addressing drive-thru, site access, and on-site circulation needs during periods of peak activity.

As *Table 7* indicates, peak parking demand observed was 14 spaces for Site #1 and 16 spaces for Site #2. The bottom portion shows the total size (GFA plus outdoor seating) for each site, and the resulting empirical parking ratio derived (peak demand divided by the total SF) for each survey date. The greatest ratio derived is 6.7 spaces per 1,000 SF. This is consistent with empirical ratios from LLG’s older parking studies completed for Starbucks, and is therefore considered to be a solid demand factor for application in estimating the Project’s parking needs.

Applying a 25% reduction to the empirical ratio of 6.7 spaces per 1,000 SF (to further calibrate the empirical results to account for the unique aspects and setting for the Project) to the proposed Starbucks (2,565 SF GFA, plus 300 SF of outdoor seating) results in a parking ratio of 5.0 spaces per 1,000 SF and a parking demand of 14 spaces. Adding a 10% contingency to the 14-space demand yields in an adjusted demand of 15 spaces. Compared against the proposed on-site supply of 20 spaces, the 15-space demand results in a surplus of 5 spaces.

Even without applying the 25% reduction, the proposed 20-space on-site supply would be adequate in meeting an empirical-based demand of 19 spaces (6.7 spaces per 1,000 SF applied to 2,865 SF).

Appendix B contains the prior site plan approved by the County of Orange (PA 95-109 Changed Plan), which shows a total of 24 spaces on site. The Project will result in a net reduction of 4 spaces due to parking lot and site access design improvements

required by the City for the Project to meet accessible code requirements and design standards.

Based on the above, we conclude that the on-site supply of 20 spaces will be adequate in meeting the Project's parking demand.

We appreciate the opportunity to work on this study. If you have any questions regarding this analysis, please call us at 949.825.6175.

Sincerely,

Linscott, Law & Greenspan, Engineers



Trissa (de Jesus) Allen, P.E.
Senior Transportation Engineer

Attachments

TABLE 1
DRIVE-THRU VS. INDOOR TRANSACTIONS
STARBUCKS BRISTOL & BIRCH, NEWPORT BEACH

Day of Week	Site #1: 1224 N. Harbor Blvd, Anaheim (9/27/2021 to 10/3/2021)							Site #2: 2595 W. Lincoln Ave, Anaheim (9/27/2021 to 10/3/2021)						
	Total Transactions	Drive-Thru Transactions		Mobile Order Indoor		Other Indoor Transactions		Total Transactions	Drive-Thru Transactions		Mobile Order Indoor		Other Indoor Transactions	
		Drive-Thru	Drive-Thru %	Mobile Order	Mobile %	Other Indoor	Other Indoor %		Drive-Thru	Drive-Thru %	Mobile Order	Mobile %	Other Indoor	Other Indoor %
Monday	811	539	66%	152	19%	120	15%	790	561	71%	103	13%	126	16%
Tuesday	869	543	62%	180	21%	146	17%	902	613	68%	118	13%	171	19%
Wednesday	956	582	61%	184	19%	190	20%	932	624	67%	140	15%	168	18%
Thursday	962	631	66%	197	20%	134	14%	938	610	65%	140	15%	188	20%
Friday	952	617	65%	175	18%	160	17%	894	572	64%	143	16%	179	20%
Saturday	885	519	59%	169	19%	197	22%	902	595	66%	127	14%	180	20%
Sunday	855	535	63%	141	16%	179	21%	885	593	67%	142	16%	150	17%

Note:

[a] Source: Starbucks.

TABLE 2
DRIVE-THROUGH QUEUE OBSERVATIONS¹
STARBUCKS BRISTOL & BIRCH, NEWPORT BEACH

Number of Vehicles Observed in Queue (N)	Number of Occurrences (N) Was Observed		
	Day #1 Wednesday September 29, 2021	Day #2 Thursday September 30, 2021	Day #3 Friday October 1, 2021
0	5	8	6
1	23	23	34
2	44	44	67
3	38	65	56
4	41	76	57
5	51	79	38
6	45	53	30
7	49	20	19
8	49	15	21
9	38	26	18
10	21	6	28
11	10	5	25
12	5	0	10
13	1	0	6
14	0	0	5
Total	420	420	420
Average	6	5	5
85th Percentile	9	7	10
95th Percentile	10	9	11
100th Percentile (Max)	13	11	14

Note:

[1] Drive-thru queue observations were conducted at Starbucks located at 1224 N. Harbor Boulevard, Anaheim from 7:00AM to 9:00AM, 11:00AM to 1:00PM, and 4:00PM to 7:00PM on each of the three survey dates, by AimTD, LLC.

TABLE 3
PROJECT QUEUEING SUMMARY
STARBUCKS BRISTOL & BIRCH, NEWPORT BEACH

Queue	Peak Queue Observed from Survey Sites from Table 2 (veh)	Proposed Project		
		Adjusted Queue for the Project with 25% Reduction (veh)	Drive-Thru Queue Storage (veh)	Adequate Drive-Thru Storage? (Yes/No)
Average Queue	6	5	11	Yes
85 th Percentile Queue	10	8	11	Yes
95 th Percentile Queue	11	9	11	Yes
100 th Percentile Queue (Max)	14	11	11	Yes

TABLE 4
PROJECT TRIP GENERATION RATES AND ESTIMATES¹
STARBUCKS BRISTOL & BIRCH, NEWPORT BEACH

ITE Land Use Code / Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
<i>Trip Rates:</i>							
937: Coffee Shop with Drive-Thru (TE/1,000 SF)	533.57	51%	49%	85.88	50%	50%	38.99
934: Fast-Food Restaurant with Drive-Thru (TE/1,000 SF)	467.48	51%	49%	44.61	52%	48%	33.03
<i>Trip Estimates:</i>							
<i>Proposed Project</i>							
Starbucks (2,565 SF) Trips [A]	1,369	112	108	220	50	50	100
<i>Existing Land Use</i>							
Burger King (2,565 SF) Trips [B]	1,199	58	56	114	44	41	85
Project Trip Increase Starbucks minus Burger King [A] – [B]	170	54	52	106	6	9	15

Notes:

[1] Source: *Trip Generation, 11th Edition*, Institute of Transportation Engineers, (ITE) [Washington, D.C. (2021)].

- TE/1,000 SF = Trip End per Thousand Square Feet

TABLE 5
PROJECT DRIVEWAY INTERSECTION LOS SUMMARY
STARBUCKS BRISTOL & BIRCH, NEWPORT BEACH

Project Driveway	Minimum Acceptable LOS	Jurisdiction	Time Period	(1)		(2)		(3)	
				Existing Traffic Conditions		Future Project Traffic Conditions		Poor LOS?	
				HCM	LOS	HCM	LOS	Increase	Yes/No
1. Project Dwy No. 1 at Bristol Street	D	Newport Beach	AM	15.9 s/v	C	17.2 s/v	C	1.3 s/v	No
			PM	18.2 s/v	C	18.2 s/v	C	0.0 s/v	No
2. Birch Street at Project Dwy No. 2	D	Newport Beach	AM	10.1 s/v	B	11.1 s/v	B	1.0 s/v	No
			PM	10.5 s/v	B	10.7 s/v	B	0.2 s/v	No

Notes:

- s/v = seconds per vehicle
- **Bold HCM/LOS** values indicate adverse service levels based on City of Newport Beach LOS standards.

**TABLE 6
PROJECT DRIVEWAY INTERSECTION QUEUE SUMMARY
STARBUCKS BRISTOL & BIRCH, NEWPORT BEACH**

Project Driveway	Estimated Storage Provided (feet)	(1) Existing Traffic Conditions				(2) Future Project Traffic Conditions			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Max. Queue/ Min. Storage Required ¹	Adequate Storage (Yes/No)	Max. Queue/ Min. Storage Required ¹	Adequate Storage (Yes/No)	Max. Queue/ Min. Storage Required ¹	Adequate Storage (Yes/No)	Max. Queue/ Min. Storage Required ¹	Adequate Storage (Yes/No)
1. Project Driveway No. 1 at Bristol Street									
Northbound Right-Turn Lane	22'	22' [2]	Yes	22' [2]	Yes	22' [2]	Yes	22' [2]	Yes
Eastbound Shared Through/Right-Turn Lane	22'	22' [2]	Yes	22' [2]	Yes	22' [2]	Yes	22' [2]	Yes
2. Birch Street at Project Driveway No. 2									
Northbound Shared Through/Right-Turn Lane	100'	22' [2]	Yes	22' [2]	Yes	22' [2]	Yes	22' [2]	Yes
Southbound Left-Turn Lane	170'	22' [2]	Yes	22' [2]	Yes	22' [2]	Yes	22' [2]	Yes
Westbound Shared Left/Right-Turn Lane	22'	22' [2]	Yes	22' [2]	Yes	22' [2]	Yes	22' [2]	Yes

Notes:

[1] Per HCM 6 methodology, queue is based on the 95th percentile queues and is reported in total queue length (feet) per lane for unsignalized intersections.

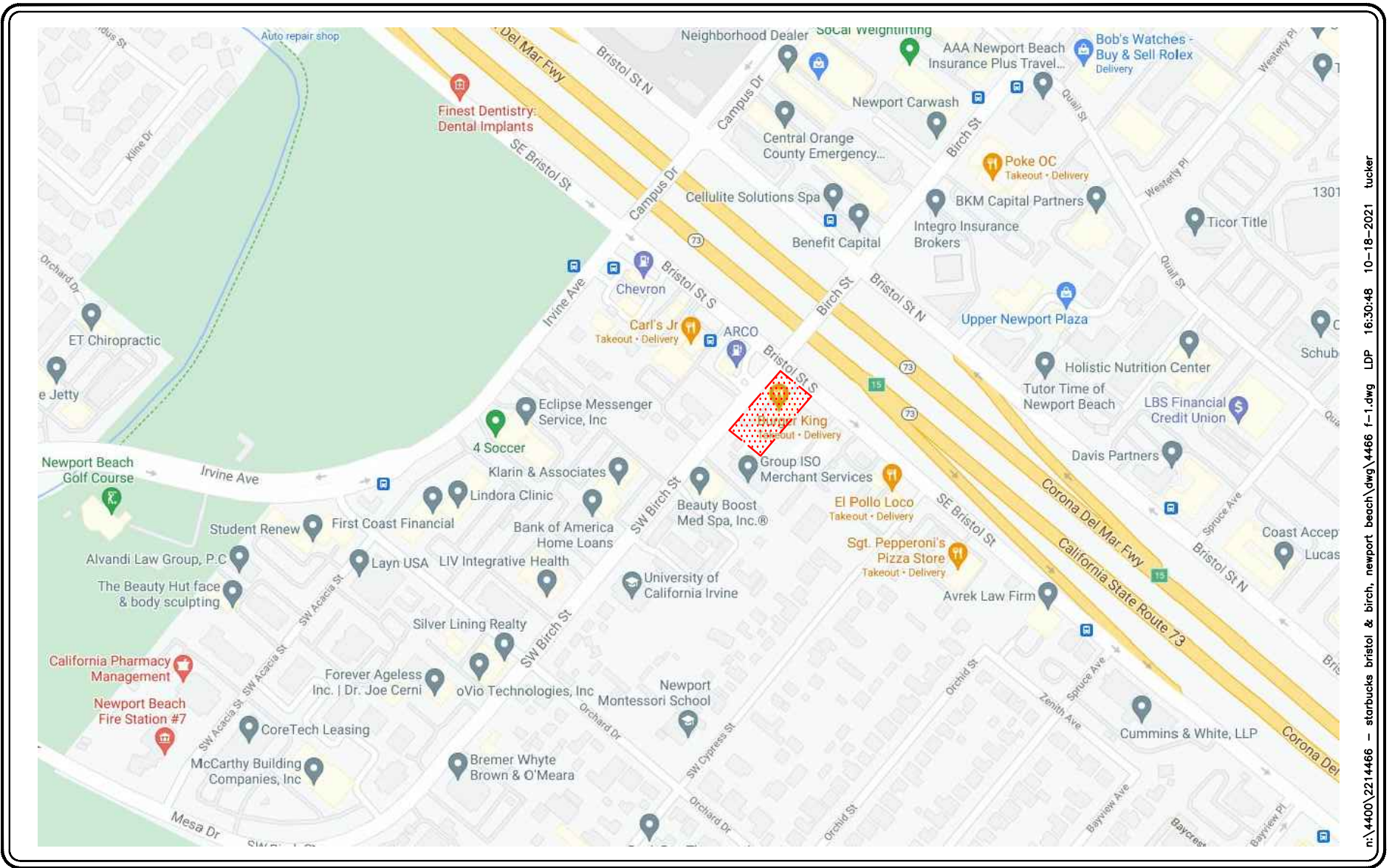
[2] A minimum queue of 22 feet per vehicle is assumed for all reported queues less than 22 feet.

TABLE 7
PARKING SUMMARY
STARBUCKS BRISTOL & BIRCH, NEWPORT BEACH

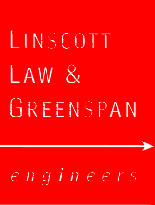
Start Time	Site #1: 1224 N. Harbor Blvd Anaheim, CA Friday, October 8, 2021			Site #1: 1224 N. Harbor Blvd Anaheim, CA Saturday, October 9, 2021			Site #2: 2595 W. Lincoln Ave Anaheim, CA Friday, October 8, 2021			Site #2: 2595 W. Lincoln Ave Anaheim, CA Saturday, October 9, 2021		
	Supply = 22			Supply = 22			Supply = 16			Supply = 16		
	Spaces Occupied	Parking Surplus	Percent Occupancy	Spaces Occupied	Parking Surplus	Percent Occupancy	Spaces Occupied	Parking Surplus	Percent Occupancy	Spaces Occupied	Parking Surplus	Percent Occupancy
6:00 AM	7	15	32%	3	19	14%	5	11	31%	3	13	19%
7:00 AM	10	12	45%	4	18	18%	8	8	50%	4	12	25%
8:00 AM	13	9	59%	5	17	23%	16	0	100%	7	9	44%
9:00 AM	11	11	50%	11	11	50%	13	3	81%	15	1	94%
10:00 AM	13	9	59%	10	12	45%	16	0	100%	15	1	94%
11:00 AM	11	11	50%	14	8	64%	11	5	69%	14	2	88%
12:00 PM	14	8	64%	10	12	45%	13	3	81%	16	0	100%
1:00 PM	13	9	59%	13	9	59%	11	5	69%	12	4	75%
2:00 PM	10	12	45%	14	8	64%	9	7	56%	11	5	69%
3:00 PM	11	11	50%	14	8	64%	14	2	88%	12	4	75%
4:00 PM	14	8	64%	14	8	64%	10	6	63%	10	6	63%
5:00 PM	14	8	64%	14	8	64%	10	6	63%	8	8	50%
6:00 PM	14	8	64%	10	12	45%	7	9	44%	9	7	56%
7:00 PM	14	8	64%	6	16	27%	10	6	63%	5	11	31%
8:00 PM	10	12	45%	5	17	23%	8	8	50%	5	11	31%
Size (SF)	2,100	--	--	2,100	--	--	2,400	--	--	2,400	--	--
Empirical Ratio	6.7 sp/KSF	--	--	6.7 sp/KSF	--	--	6.7 sp/KSF	--	--	6.7 sp/KSF	--	--
Adjusted Empirical Ratio (with 25% Reduction):			5.0 sp/KSF			Project Size:			2,865 (2,565 SF GFA + 300 SF outdoor seating)			
Project Peak Parking Demand:			14 spaces			Project Peak Demand w/ 10% Contingency:			15 spaces			
Proposed Supply:			20 spaces			Parking Surplus:			5 spaces			

Note:

[a] Source: Parking counts conducted by AimTD, LLC.



n:\4400\2214466 - starbucks bristol & birch, newport beach.dwg\4466 f-1.dwg LDP 16:30:48 10-18-2021 tucker



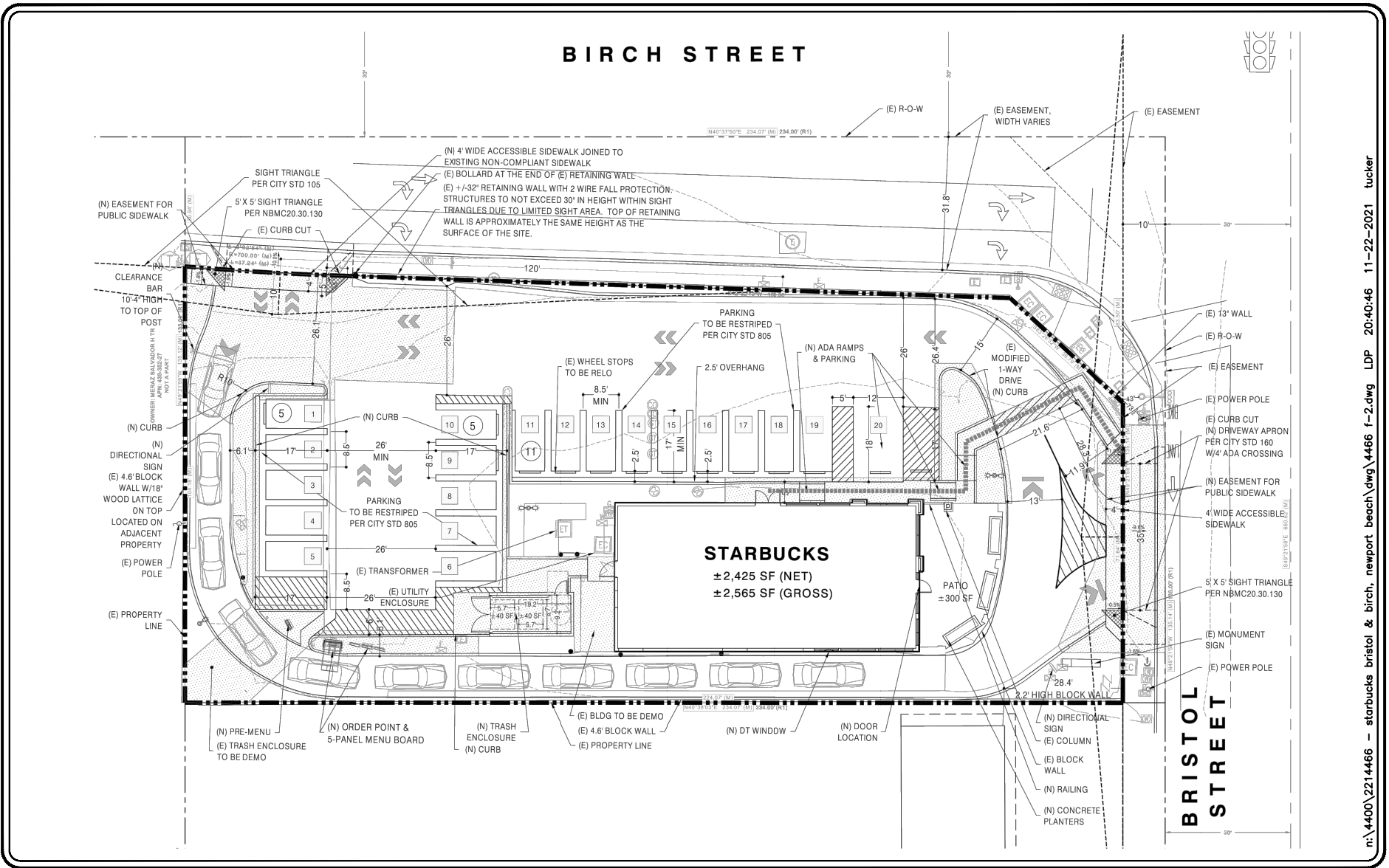
SOURCE: GOOGLE

KEY

 = PROJECT SITE

FIGURE 1

VICINITY MAP
STARBUCKS BRISTOL & BIRCH, NEWPORT BEACH



n:\4400\2214466 - starbucks bristol & birch, newport beach.dwg f-2.dwg LDP 20:40:46 11-22-2021 tucker

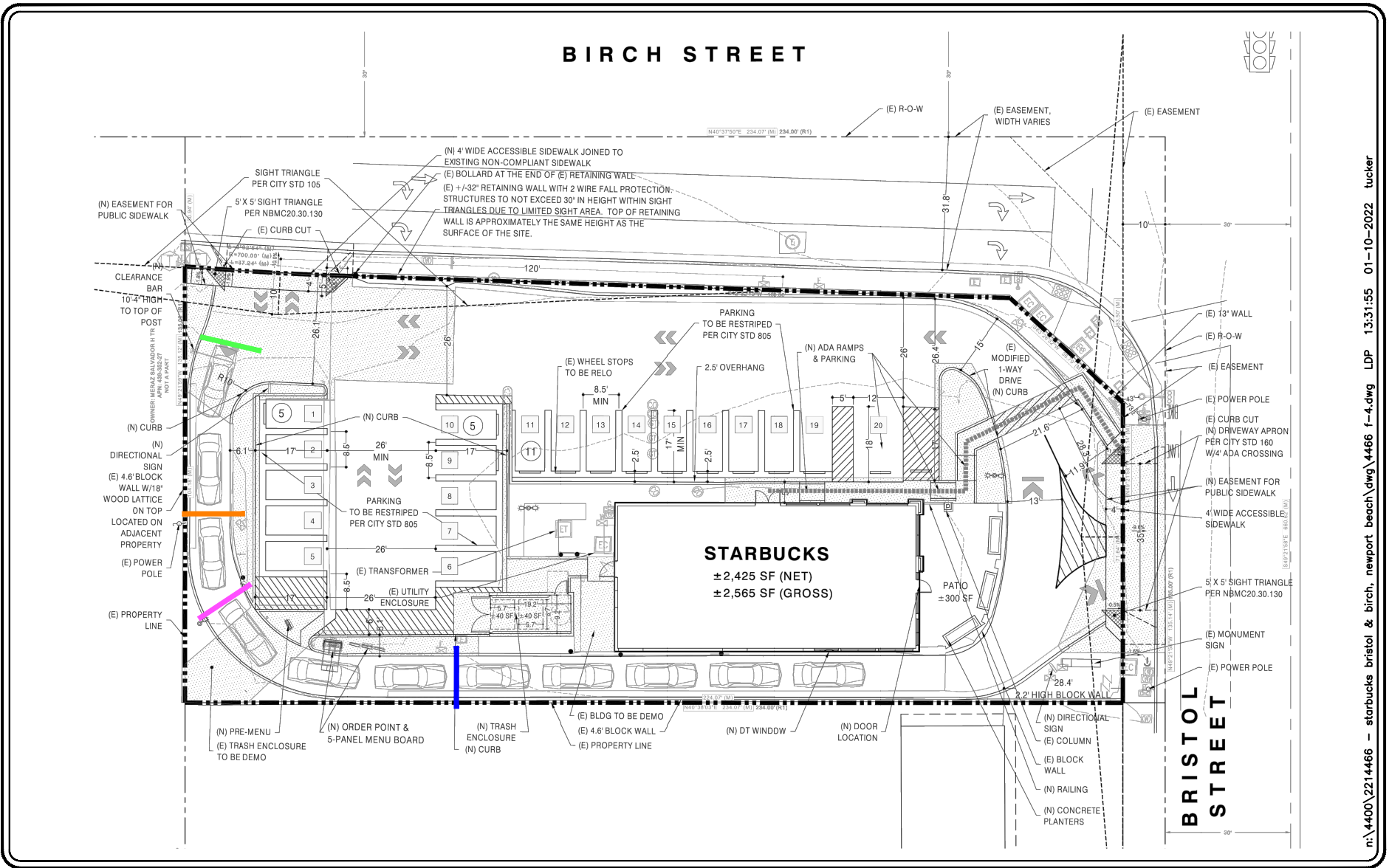
SOURCE: GREENBERG FARROW

FIGURE 2

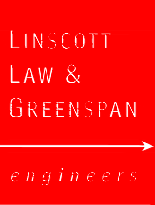
PROPOSED DRIVE-THRU DESIGN
 STARBUCKS BRISTOL & BIRCH, NEWPORT BEACH

LINSCOTT
 LAW &
 GREENSPAN
 engineers

NO SCALE



n:\4400\2214466 - starbucks bristol & birch, newport beach.dwg 4466 f-4.dwg LDP 13.31.55 01-10-2022 tucker

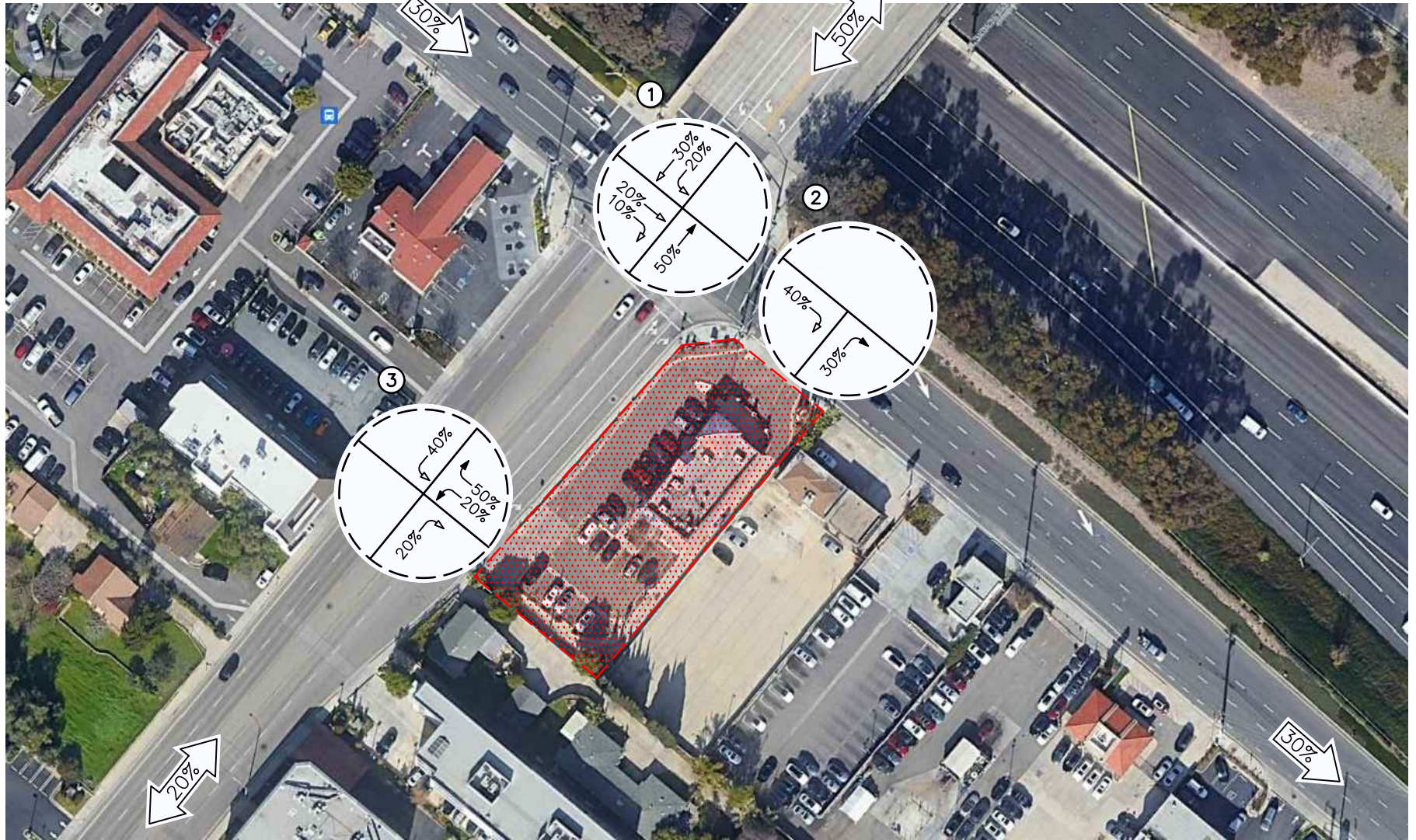


SOURCE: GREENBERG FARROW
KEY

- = AVERAGE QUEUE
- = 85th PERCENTILE QUEUE
- = 95th PERCENTILE QUEUE
- = MAXIMUM QUEUE

FIGURE 4

**PROPOSED DRIVE-THROUGH
LANE STACKING REQUIREMENTS**
STARBUCKS BRISTOL & BIRCH, NEWPORT BEACH



n:\4400\2214466 - starbucks bristol & birch, newport beach\dwg\4466 f-5.dwg LDP 09:38:20 01-04-2022 tucker

SOURCE: GOOGLE

KEY

- ← = INBOUND PERCENTAGE
- = OUTBOUND PERCENTAGE
- ▤ = PROJECT SITE

FIGURE 5

PROJECT TRAFFIC DISTRIBUTION PATTERN
STARBUCKS BRISTOL & BIRCH, NEWPORT BEACH

LINSCOTT
LAW &
GREENSPAN

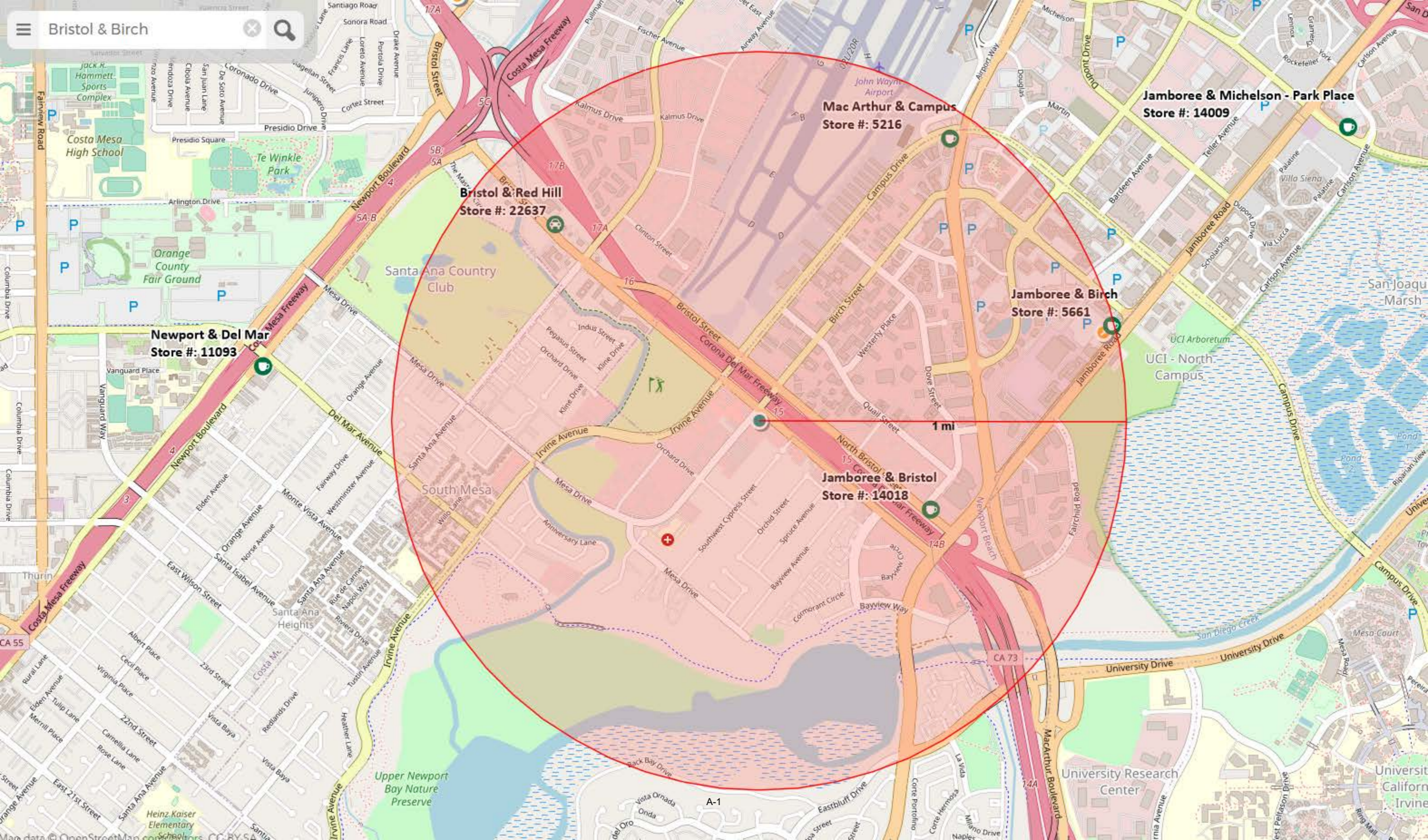


NO SCALE

engineers

APPENDIX A

EXISTING STARBUCKS LOCATIONS



Newport & Del Mar
Store #: 11093

Bristol & Red Hill
Store #: 22637

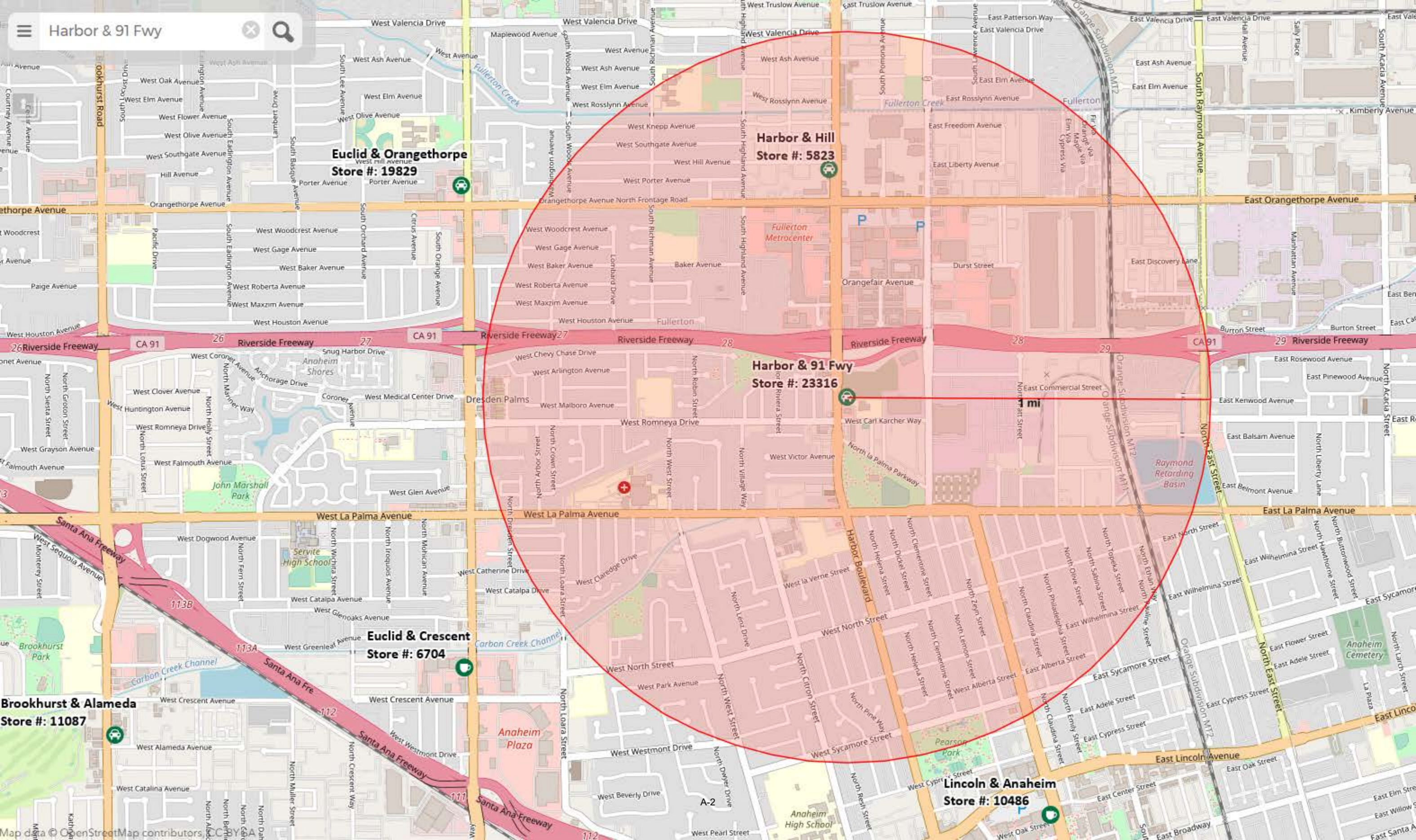
Mac Arthur & Campus
Store #: 5216

Jamboree & Michelson - Park Place
Store #: 14009

Jamboree & Birch
Store #: 5661

Jamboree & Bristol
Store #: 14018

1 mi



Euclid & Orangethorpe
Store #: 19829

Harbor & Hill
Store #: 5823

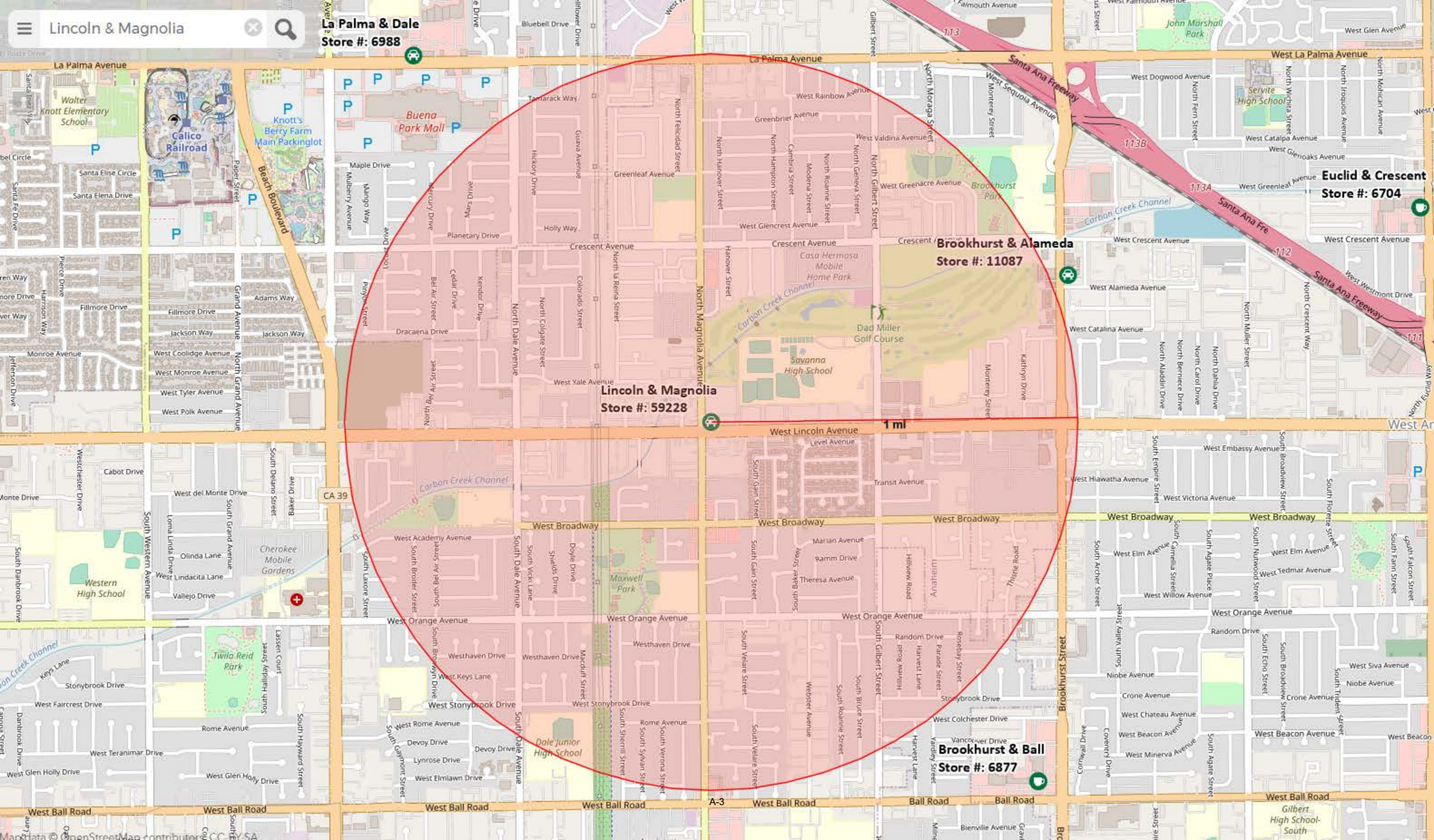
Harbor & 91 Fwy
Store #: 23316

Euclid & Crescent
Store #: 6704

Brookhurst & Alameda
Store #: 11087

Lincoln & Anaheim
Store #: 10486

La Palma & Dale
Store #: 6988



Buena Park Mall

Brookhurst & Alameda
Store #: 11087

Euclid & Crescent
Store #: 6704

Lincoln & Magnolia
Store #: 59228

Brookhurst & Ball
Store #: 6877

1 mi

SITE SCHEDULE - "S"					
DESIGN ID	COUNT	DESCRIPTION	RESP.	BULB	COMMENTS
ADL50	1	BOLLARD	GC		
EXTERIOR MENU					
14116	1	MENU BOARD - DT DIGITAL ORDER SCREEN - FLAT BLACK MT0028	VD		
14119	1	MENU BOARD - DT 5 PANEL FREESTANDING - 100X65IN 2745X1650MM - FLAT BLACK MT0028	VD		
14120	1	MENU BOARD - DT PRE MENU FREESTANDING - 36X65IN 915X1650MM - FLAT BLACK MT0028	VD		
OTHER					
10020	1	DT WINDOW SHELF - 48IN 1205MM - SST	GC		MFR: READY ACCESS
10042	2	BIKE RACK HOOP	VD		
14093	1	DT WAYFINDING GRAPHIC ORDER POINT STAR PATTERN - WHITE	GC		MFR: ENNIS FLINT
14103	2	BOLLARD NONILLUMINATED SQUARE - FLAT BLACK MT0028	VD		

SITE SCHEDULE - "S"					
DESIGN ID	COUNT	DESCRIPTION	RESP.	BULB	COMMENTS
14163	1	DT ORDER POINT CANOPY FREESTANDING - FLAT BLACK MT0028	VD		
ADL1	1	DT WAYFINDING GRAPHIC EXIT ARROW - WHITE	GC		MFR: ENNIS FLINT
ADL2	1	DT WAYFINDING GRAPHIC ENTRY ARROW - GREEN	GC		MFR: ENNIS FLINT
ADL3	3	DT WAYFINDING GRAPHIC DIRECTIONAL DOUBLE ARROW - GREEN	GC		MFR: PAVEMENT STENCIL (RE-USABLE), REFERENCE PAINT P936
ADL4	3	DT WAYFINDING GRAPHIC DIRECTIONAL DOUBLE ARROW - WHITE	GC		MFR: PAVEMENT STENCIL (RE-USABLE), REFERENCE PAINT P935
UMBRELLA					
10065	6	UMBRELLA - 72IN 1805MM - LOGO	3PL		
12139	6	UMBRELLA - BASE FOR CANOPY - SILVER MT0021	3PL		

SHEET NOTES

- DISTRIBUTE ALL UNDER SLAB UTILITIES (ELECTRICAL, WATER, GAS AND SANITARY WASTE, DRAINS AND VENTING) TO THE FINAL POINT OF CONNECTION.
- FURNISH AND INSTALL AN APPROVED, TESTED AND CERTIFIED BACKFLOW PREVENTION ASSEMBLY, IF REQUIRED BY APPLICABLE CODES.
- PROVIDE ADEQUATE LIGHTING FOR EXTERIOR PATIO.
- PROVIDE KEYED, FROST-FREE RECESSED HOSE BIB ACCESSIBLE TO TRASH ENCLOSURE. SEE CIVIL DRAWINGS
- INSTALL BIKE RACK. SEE DETAIL 7/G-0007. 2 RACK = 4 BICYCLE SPACES.
- PROVIDE FLASHED ROOF PENETRATIONS FOR ALL TENANT'S VENTS INCLUDING TENANT SUPPLIED WATER HEATER AND RTU.
- PROVIDE SLEEPERS, CURBS AND PADS TO SUPPORT TENANT SUPPLIED ROOF TOP EQUIPMENT.
- PERMIT, FURNISH AND INSTALL BUILDING MONITORING AND FIRE PROTECTION ALARM SYSTEM.
- FURNISH AND INSTALL ALL PLUMBING VENTS FROM THE ROOF THROUGH FLASHING TO A LOCATION ABOVE THE PROPOSED TENANT CEILING IN THE PREMISES.
- PROVIDE SIDEWALKS AND PATIO.
- FURNISH AND INSTALL HVAC ROOF TOP UNITS OR SPLIT SYSTEMS INCLUDING ALL ELECTRICAL PLUMBING CONNECTIONS AND THERMOSTAT/HVAC CONTROLS.
- PROVIDE DUCTED FRESH AIR INTAKE INTEGRATED WITH AIR HANDLING SYSTEM.
- FURNISH AND INSTALL ALL RIGID "HARD" DUCTWORK.
- FURNISH AND INSTALL ELECTRICAL PANEL, SEE ELECTRICAL DRAWINGS.
- FURNISH AND INSTALL PARKING LOT POLE LIGHTS IN ACCORDANCE WITH FINAL APPROVED SITE PLAN, AT A MINIMUM OF 1.5 FTC AROUND THE BUILDING AND SITE PERIMETER. EXTERIOR BUILDING LIGHTING TO INCLUDE INGRESS AND EGRESS LIGHTS.
- FURNISH AND INSTALL ALL UNDERGROUND ELECTRICAL CONDUITS, LABELED WITH PULL STRINGS FROM THE ELECTRICAL PANELS TO THE FOLLOWING EXTERIOR DRIVE-THRU EQUIPMENT:
 - ONE (1) 1" CONDUIT TO MONUMENT
 - ONE (1) 1" CONDUIT TO PRE-ORDER MENU BOARD TO ELECTRICAL PANELS
 - ONE (1) 1" CONDUIT TO PRE-MENU/MENU BOARD FOR FUTURE
 - ONE (1) 1" CONDUIT FROM THE MENU BOARD TO ELECTRICAL PANELS
 - TWO (2) 1" CONDUITS FROM OCS/SPEAKER POST TO DRIVE THRU WINDOW
 - ONE (1) 1" CONDUIT FROM ALL DIRECTIONAL SIGNS TO ELECTRICAL PANELS
 - ONE (1) CONDUIT FROM GREEN/LIVING WALL FEATURE CONTROL BOX TO ELECTRICAL PANELS
 - ONE (1) SPARE 1" CONDUIT TO BE RUN THROUGH FOUNDATION WALL OUT REAR OF BUILDING, CAPPED AND TERMINATED ABOVE CEILING. VERIFY LOCATIONS FOR STUB UP WITH TENANT'S REPRESENTATIVE.
- FURNISH AND INSTALL CONCRETE FOOTINGS AND ANCHOR BOLTS FOR THE FOLLOWING ITEMS:
 - PREVIEW MENU BOARD
 - ORDER MENU BOARD
 - SPEAKER POST/ORDER CONFIRMATION SYSTEM (OCS)
 - DIRECTIONAL SIGNAGE
 - HEIGHT RESTRICTION BAR
 - MONUMENT SIGN
- FURNISH AND INSTALL 6" DIAMETER STEEL PIPE BOLLARDS, FILLED WITH CONCRETE. PAINT TO MATCH COLOR OF DARK BRONZE POWDER COATED RAILING.
- FURNISH AND INSTALL DARK BRONZE POWDER COATED RAILING, SEE DETAILS 8 & 9/G-0005
- 2 FEET OVERHANG
- ACCESSIBLE PARKING SPACE IDENTIFICATION SIGN.
- RECYCLING COLLECTION AREA.
- TRASH COLLECTION AREA
- ACCESSIBLE ROUTE
- INSTALL "UNAUTHORIZED VEHICLE..." SIGN, SEE CIVIL DRAWINGS.
- INSTALL ADA DIRECTION SIGN LEADING TO AN ACCESSIBLE ROUTE OF TRAVEL FROM PUBLIC WAY
- FURNISH AND INSTALL TRANSFORMER. SEE CIVIL AND ELECTRICAL DRAWINGS.
- INSTALL NON ILLUMINATED SQUARE BOLLARD.

ARCHITECTURAL SITE PLAN NOTES

- REFER TO EXTERIOR ELEVATIONS FOR BUILDING SIGNAGE LOCATION AND DESIGN ID. REFER TO ELECTRICAL PLANS FOR ELECTRICAL REQUIREMENTS.
- LANDSCAPING TO BE PROVIDED PER ZONING CODE AND LEED REQUIREMENTS.
- DRIVE-THRU EQUIPMENT INCLUDING VEHICLE DETECTION LOOP, WIRELESS COMMUNICATION, AND MONITORS COORDINATED BY CONSTRUCTION MANAGER. REFER TO ELECTRICAL SPECIFICATIONS FOR ELECTRICAL REQUIREMENTS.
- CONTRACTOR IS RESPONSIBLE FOR PROVIDING SITE WORK, INCLUDING NEW BOLLARDS, FOOTING AND CONDUIT FOR DRIVE-THRU SIGNAGE. COORDINATE WITH CONSTRUCTION MANAGER.
- ALL PARKING AND DRIVE-THRU STRIPING TO BE PROVIDED.
- TRASH ENCLOSURE TO BE LOCKABLE USING STEEL GATES OR CHAIN.
- PROVIDE 6" (150MM) THICK CONCRETE PAVING THE LENGTH OF THE DRIVE-THRU LANE, EXTENT TO INCLUDE DRIVE-THRU WINDOW STANDING PAD.
- GENERAL CONTRACTOR TO APPLY CONCRETE SEALER TO ALL EXTERIOR CONCRETE PATIO AND WALKWAY SURFACES.
- CONSTRUCTION IN THE PUBLIC RIGHT OF WAY AND PROJECTION BEYOND THE PROPERTY LINES OR INTO THE ALLEY'S SHALL COMPLY WITH COUNTY OF LOS ANGELES BUILDING CODE CHAPTER 32.
- PEDESTRIANS SHALL BE PROTECTED DURING CONSTRUCTION, REMODELING AND DEMOLITION ACTIVITIES AS REQUIRED BY COUNTY OF LOS ANGELES BUILDING CODE CHAPTER 33. (3306)



STARBUCKS COFFEE COMPANY
 2401 UTAH AVENUE SOUTH
 SEATTLE, WASHINGTON 98134
 (206) 318-1575

THESE DRAWINGS AND SPECIFICATIONS ARE CONFIDENTIAL AND SHALL REMAIN THE SOLE PROPERTY OF STARBUCKS CORPORATION, WHICH IS THE OWNER OF THE COPYRIGHT IN THIS WORK. THEY SHALL NOT BE REPRODUCED (IN WHOLE OR IN PART), SHARED WITH THIRD PARTIES OR USED IN ANY MANNER ON OTHER PROJECTS OR EXTENSIONS TO THIS PROJECT WITHOUT THE PRIOR WRITTEN CONSENT OF STARBUCKS CORPORATION. THESE DRAWINGS AND SPECIFICATIONS ARE INTENDED TO EXPRESS DESIGN INTENT FOR A PROTOTYPICAL STARBUCKS STORE (WHICH IS SUBJECT TO CHANGE AT ANYTIME) AND DO NOT REFLECT ACTUAL SITE CONDITIONS. NEITHER PARTY SHALL HAVE ANY OBLIGATION NOR LIABILITY TO THE OTHER (EXCEPT STATED ABOVE) UNLESS A WRITTEN AGREEMENT IS FULLY EXECUTED BY BOTH PARTIES.

GreenbergFarrow

19000 MacArthur Blvd, Suite 250
 Irvine, CA 92612
 949-296-0450

COPYRIGHT NOTICE
 This drawing is the property of the above referenced Professional and is not to be used for any purpose other than the specific project and site named herein, and cannot be reproduced in any manner without the express written permission from the Professional.

Revision Schedule				
Rev	Date	By	Description	
P	9/22/14		CHECK SET	
Q	9/29/14		CITY SUBMITTAL	
Z	11/20/14		PLAN CHECK CORR.	

PROJECT NAME:
HARBOR & 91

PROJECT ADDRESS:
**1224 N. HARBOR BLVD
 ANAHEIM, CA 92801
 ORANGE COUNTY**

PROFESSIONAL SEAL

PARKING SUMMARY

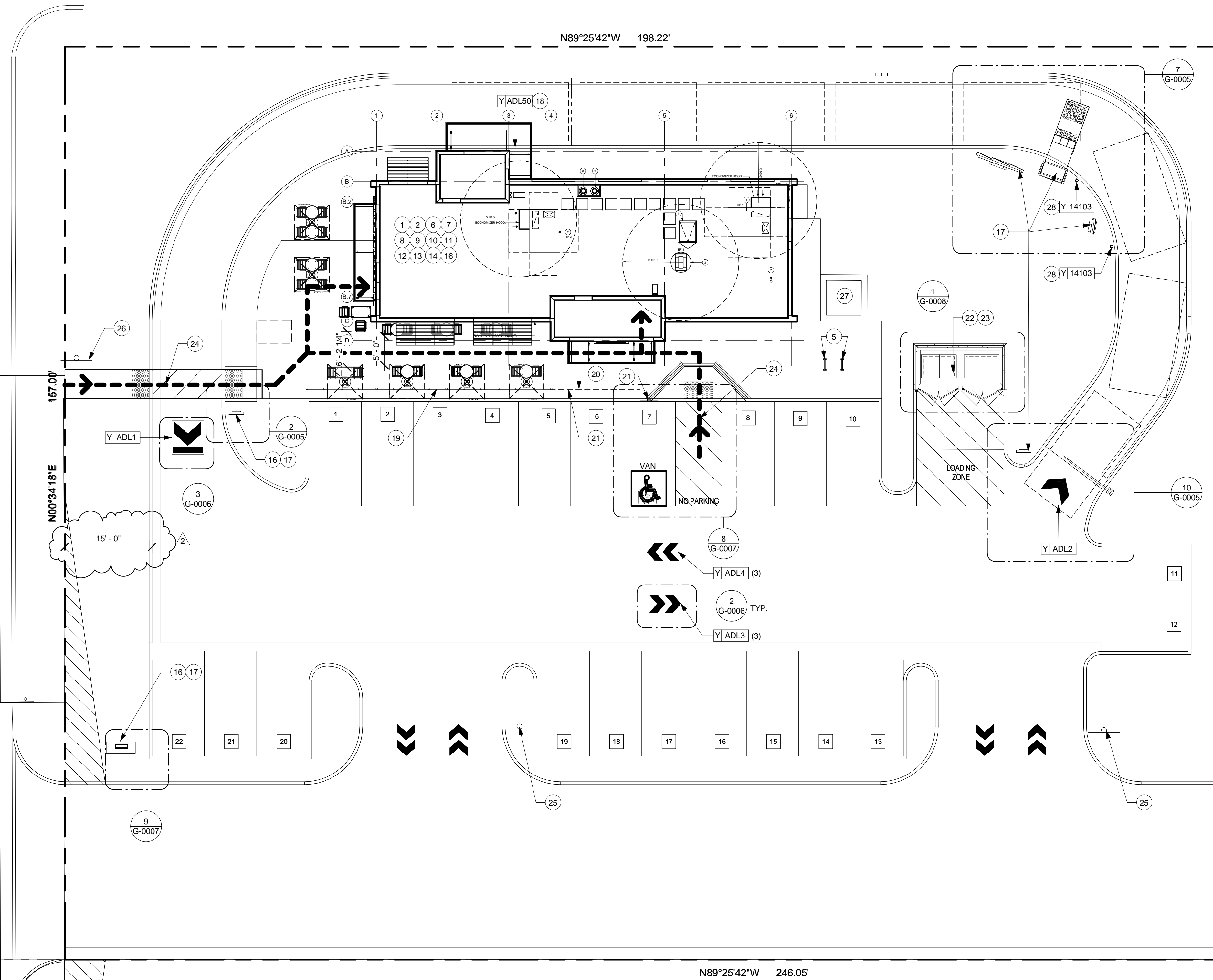
USER	RATIO REQUIRED	SPACES REQUIRED	SPACES PROVIDED
DRIVE-THRU	10 SP/1,000 S.F.	19	
OUTDOOR SEATING	10 SP/1,000 S.F.	1	
STANDARD			21
ACCESSIBLE			1
TOTAL		20	22

STORE #: 23316
 PROJECT #: 60124-001
 CONCEPT: NCS
 PALETTE: RUSTIC CONTEMPO
 ISSUE DATE: AS NOTED IN REVISION SCHEDULE
 DESIGN MANAGER: SLADE BLANCHARD
 LEED® AP: JOHN HARRISON
 PRODUCTION DESIGNER: GREENBERGFARROW
 CHECKED BY: DOUGLAS S. COUPER

SHEET TITLE:
ARCHITECTURAL SITE PLAN

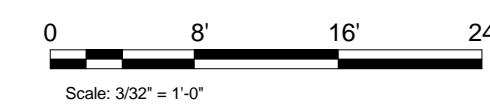
SCALE: As indicated

SHEET NUMBER:
G-0004



1 ARCHITECTURAL SITE PLAN

Scale: 3/32" = 1'-0"



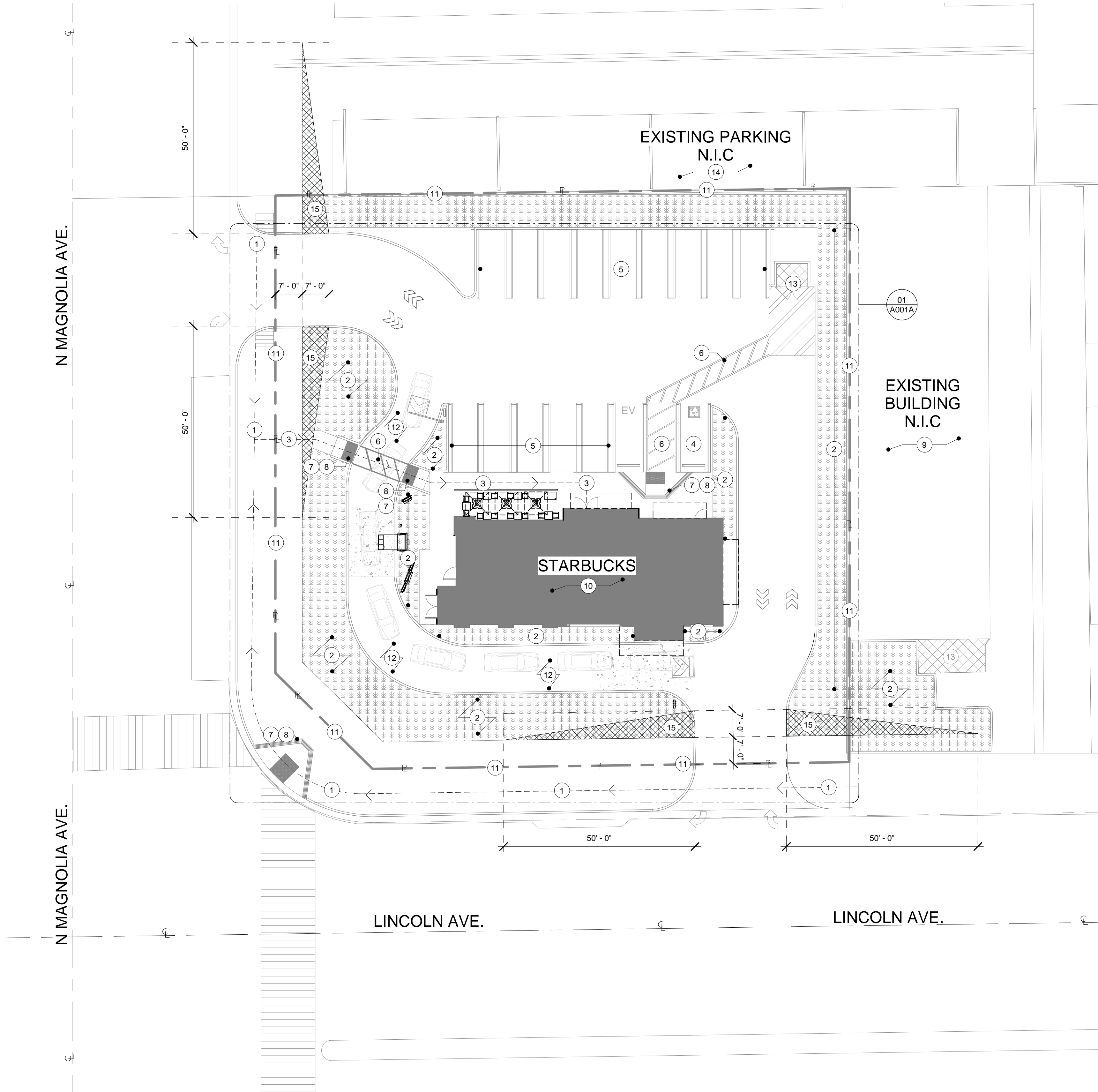
N89°25'42"W 246.05'

S89°25'42"E 51.86'

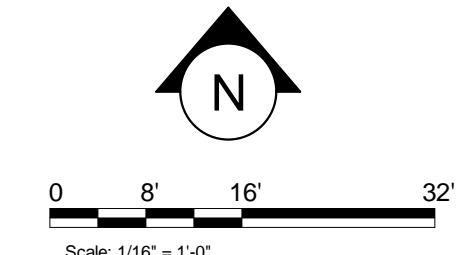
S08°12'53"W 30.27'

I:\STARBUCKS\Harbor & 91 Fwy - Anaheim\Starbucks-Fwy 91 & Harbors_Anaheim_Central_New-01.rvt

12/11/2014 4:37:06 PM



1ST FLOOR - ARCHITECTURAL OVERALL SITE PLAN 01
Scale: 1/16" = 1'-0"



GENERAL NOTES

- A. REFER TO EXTERIOR ELEVATIONS ON SHEET A201 FOR BUILDING SIGNAGE LOCATION AND DESIGN ID. REFER TO ELECTRICAL PLANS FOR ELECTRICAL REQUIREMENTS.
- B. LANDSCAPING TO BE PROVIDED PER ZONING CODE AND SUSTAINABILITY REQUIREMENTS.
- C. DRIVE-THRU EQUIPMENT INCLUDING VEHICLE DETECTION LOOP, WIRELESS COMMUNICATION AND MONITORS SHALL BE COORDINATED BY STARBUCKS CONSTRUCTION MANAGER. REFER TO ELECTRICAL DRAWINGS FOR ADDITIONAL REQUIREMENTS.
- D. PROVIDE 6" (150MM) THICK CONCRETE PAVING THE LENGTH OF THE DRIVE-THRU LANE, EXTENT TO INCLUDE DRIVE-THRU ENTRY POINT THROUGH WINDOW STANDING PAD.
- E. GENERAL CONTRACTOR TO APPLY CONCRETE SEALER TO ALL EXTERIOR CONCRETE PATIO AND WALKWAY SURFACES.
- F. GENERAL CONTRACTOR TO VERIFY ALL EXISTING ELEVATIONS AND BUILDING CONDITIONS IN FIELD PRIOR TO START OF CONSTRUCTION.
- G. PROVIDE DETECTABLE WARNING (IF APPLICABLE PER LOCAL CODE) AT TRANSITION FROM SIDEWALK TO DRIVE AISLE.
- H. ACCESSIBLE PARKING SPACES AND ACCESS AISLES SHALL HAVE SURFACE SLOPE NOT TO EXCEED 2% IN ALL DIRECTIONS.
- I. REFER TO ELECTRICAL DRAWINGS FOR SITE RELATED ELECTRICAL WORK.
- J. SCRAPE AND REPAINT ALL EXISTING PAINTED SITE FEATURES, INCLUDING, BUT NOT LIMITED TO CURBS, BOLLARDS, RAILINGS AND SITE LIGHTING BASES.
- K. SEE SHEET A002 FOR ARCHITECTURAL SITE DETAILS.

KEYNOTES

- 1 (E) PUBLIC RIGHT OF WAY TO REMAIN
- 2 (E) LANDSCAPING AREA TO REMAIN. (UNDER SHELL PERMIT#BLD2020-02247)
- 3 (N) ACCESSIBLE PATH OF TRAVEL FOR PUBLIC WRIGHT OF WAY. (UNDER SHELL PERMIT#BLD2020-02247)
- 4 (E) ACCESSIBLE PARKING STALL TO REMAIN. (UNDER SHELL PERMIT#BLD2020-02247)
- 5 (E) PARKING STALL, TYP. TO REMAIN (UNDER SHELL PERMIT#BLD2020-02247)
- 6 (E) ACCESSIBLE STRIPING TO REMAIN (UNDER SHELL PERMIT#BLD2020-02247)
- 7 (E) CURB CUT TO REMAIN (UNDER SHELL PERMIT#BLD2020-02247)
- 8 (E) DETECTABLE WARNING, SEE 12/G011 (UNDER SHELL PERMIT#BLD2020-02247)
- 9 (E) BUILDING TO REMAIN N.I.C.
- 10 (N)PROPOSED 2,000 SQ. F.T STARBUCKS TENANT IMPROVEMENT
- 11 ALL PROPERTY LINES ARE SHOWN ON THIS SITE PLAN AND ARE EXISTING TO REMAIN. NO CHANGE
- 12 EXISTING DRIVE THRU LANE TO REMAIN. (UNDER SHELL PERMIT#BLD2020-02247)
- 13 EXISTING TRASH ENCLOSURE TO REMAIN. (UNDER SHELL PERMIT#BLD2020-02247)
- 14 EXISTING SHADED PARKING TO REMAIN.
- 15 HATCHED REGION REPRESENTS UNOBSTRUCTED LINE OF SIGHT AT DRIVEWAYS PER CITY OF ANAHEIM PUBLIC WORKS STANDARD #115-B. ANY OBSTRUCTING OBJECTS NOT TO EXCEED 24" MAX HEIGHT. (UNDER SHELL PERMIT #BLD2020-02247)

OVERALL SITE PLAN LEGEND

- SCOPE OF WORK
- NIC
- LANDSCAPE
- TRASH ENCLOSURE



STARBUCKS®
2401 UTAH AVENUE SOUTH
SEATTLE, WASHINGTON 98134
(206) 318-1575

THESE DRAWINGS AND THE PROJECT MANUAL ARE CONFIDENTIAL AND SHALL REMAIN THE SOLE PROPERTY OF STARBUCKS CORPORATION, WHICH IS THE OWNER OF THE COPYRIGHT IN THIS WORK. THEY SHALL NOT BE REPRODUCED (IN WHOLE OR IN PART), SHARED WITH THIRD PARTIES OR USED IN ANY MANNER ON OTHER PROJECTS OR EXTENSIONS TO THIS PROJECT WITHOUT THE PRIOR WRITTEN CONSENT OF STARBUCKS CORPORATION. THESE DRAWINGS AND SPECIFICATIONS ARE INTENDED TO EXPRESS DESIGN INTENT FOR A PROTOTYPICAL STARBUCKS STORE (WHICH IS SUBJECT TO CHANGE AT ANYTIME) AND DO NOT REFLECT ACTUAL SITE CONDITIONS. NEITHER PARTY SHALL HAVE ANY OBLIGATION NOR LIABILITY TO THE OTHER (EXCEPT STATED ABOVE) UNTIL A WRITTEN AGREEMENT IS FULLY EXECUTED BY BOTH PARTIES.

STARBUCKS TEMPLATE VERSION: i2020-01-31.1

UDA
URBAN DWELL ARCHITECTS
ADDRESS: 43180 BUSINESS PARK DR.
SUITE: 203
TEMECULA, CA92590
(714)331-6114
PHONE:
EMAIL: info@urbandwellarchitects.com



Permitted Set 11-6-2020

PROJECT NAME:
LINCOLN & MAGNOLIA

PROJECT ADDRESS:
2595 W Lincoln Avenue
Anaheim, CA 92801 USA

STORE #: 59228
PROJECT #: 84843-001
ISSUE DATE: 06.18.2020
DESIGN MANAGER: GIANCARLO RENELLA
PRODUCTION DESIGNER: ROGINA KHALED
CHECKED BY: MAIKEL FARAGALLA

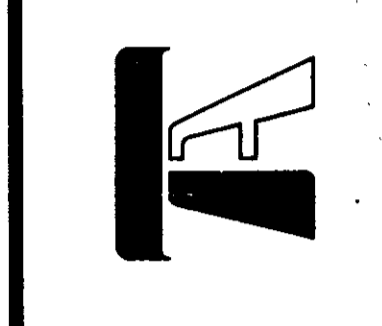
Revision Schedule			
Rev	Date	By	Description

SHEET TITLE:
ARCHITECTURAL OVERALL SITE PLAN
SCALE: AS SHOWN

SHEET NUMBER:
A001

APPENDIX B

COUNTY OF ORANGE – APPROVED SITE PLAN (PA95-109 CHANGED PLAN)

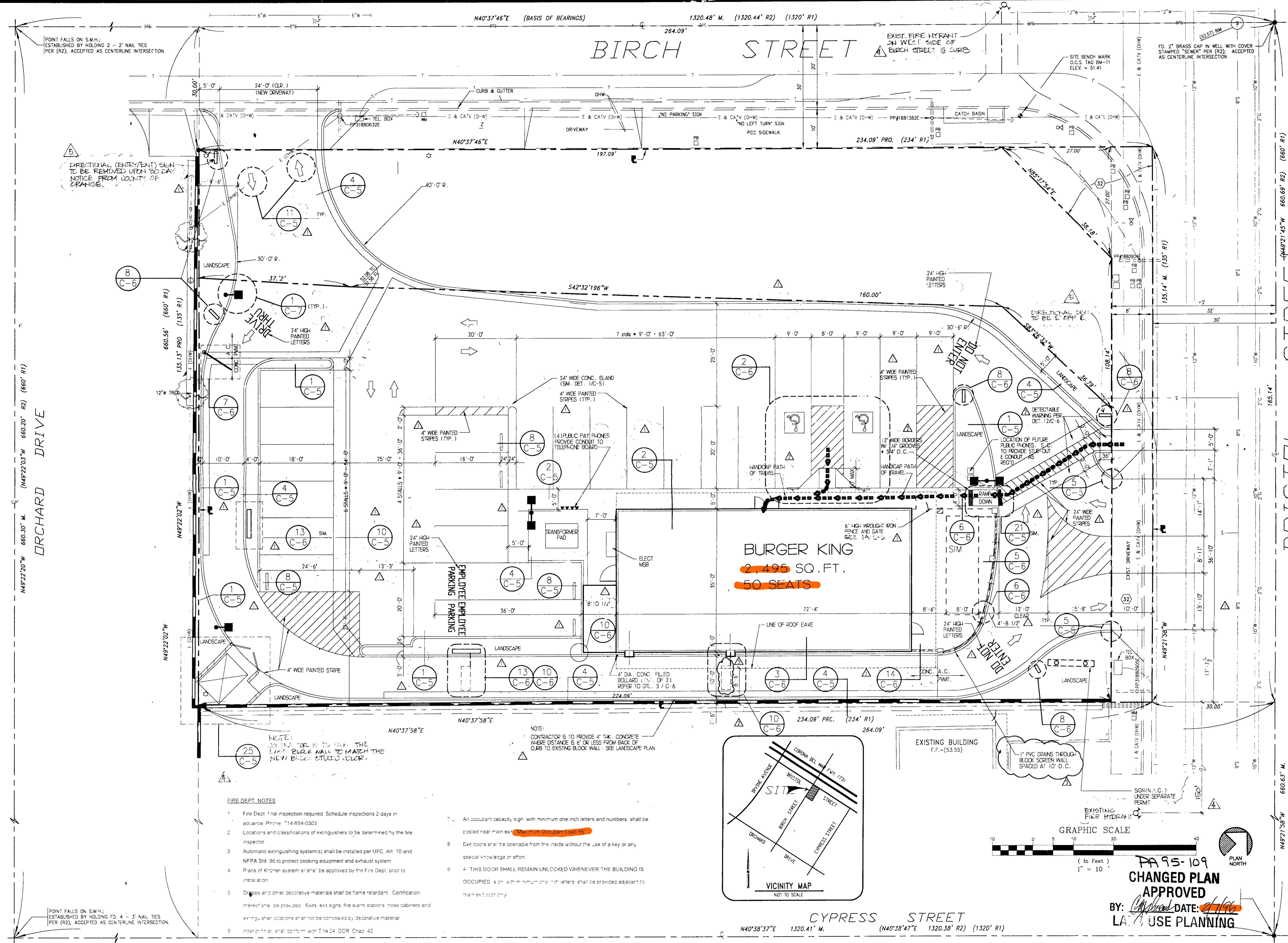


SITE PLAN

REVISION	DATE	JOB NO.
BLDG. DEPT. CORR. 9/14/95	8/14/95	572025
BLDG. DEPT. CORR. 10/23/95		
DINER REVISION 10/23/95		
FIRE DEPT. NOTES & COMMENTS 10/23/95		
BLDG. COMMENTS 10/20/95		

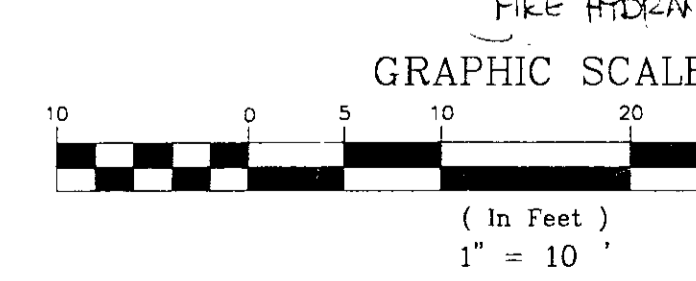
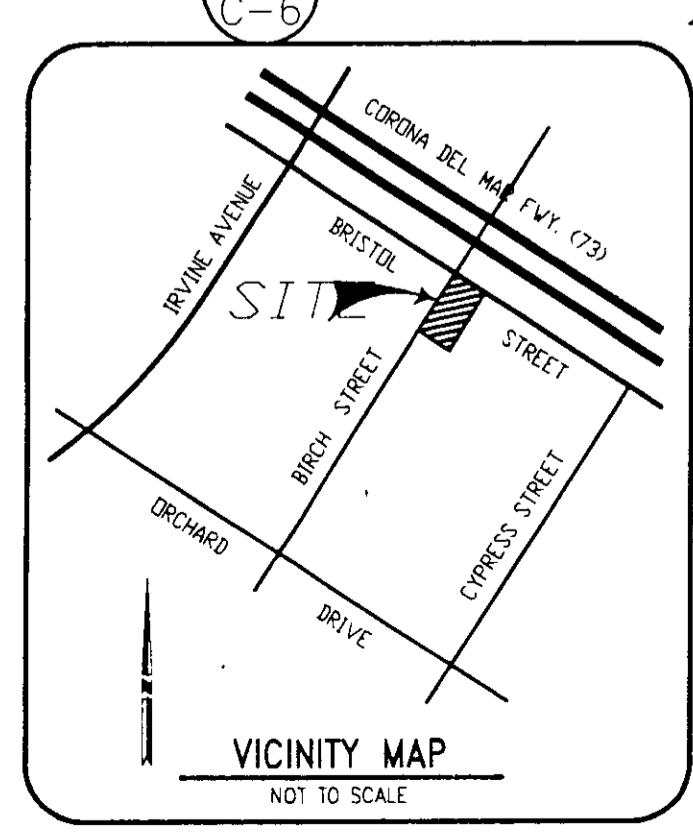
DATE	JOB NO.
8/14/95	572025
SCALE	DRAWN BY
1"=10'-0"	

DRAWING NO.	A/94
C-3	BKCM3



NOTE: CONCRETE IS TO PROVIDE 4" THK. CONCRETE WHERE DISTANCE IS 6" OR LESS FROM BACK OF CURB TO EXISTING BLOCK WALL. SEE LANDSCAPE PLAN

- FIRE DEPT. NOTES**
1. Fire Dept. final inspection required. Schedule inspections 2 days in advance. Phone 714.954-0303
 2. Locations and classifications of extinguishers to be determined by the fire inspector
 3. Automatic extinguishing systems shall be installed per UFC, Art. 10 and NFPA Std. 96 to protect cooking equipment and exhaust system
 4. Plans of kitchen system shall be approved by the Fire Dept. prior to installation
 5. Drapes and other decorative materials shall be flame retardant. Certification thereof shall be provided. Exits, exit signs, fire alarm stations, hose cabinets and extinguisher locations shall not be concealed by decorative material
 6. Interior finish shall conform with The 24 CCR Chap. 42
 7. An occupant capacity sign with minimum one inch letters and numbers shall be posted near main exit. **Maximum Occupant Load 55**
 8. Exit doors shall be operable from the inside without the use of a key or any special knowledge or effort
 9. THIS DOOR SHALL REMAIN UNLOCKED WHENEVER THE BUILDING IS OCCUPIED. Sign with minimum one inch letters shall be provided adjacent to main exit door only



PA 95-109
CHANGED PLAN
APPROVED
 BY: *[Signature]* DATE: *11/19/96*
 LA: *[Signature]* USE PLANNING

APPENDIX C
DRIVE-THROUGH QUEUING STUDY DATA

Starbucks
 1224 N Harbor Blvd
 Anaheim, CA 92801
 9/29/2021 Wednesday AM Pk Hr

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

Starbucks
 1224 N Harbor Blvd
 Anaheim, CA 92801
 9/29/2021 Wednesday MD Pk Hr

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

Starbucks
 1224 N Harbor Blvd
 Anaheim, CA 92801
 9/29/2021 Wednesday PM Pk Hr

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

Starbucks
 1224 N Harbor Blvd
 Anaheim, CA 92801
 9/29/2021 Wednesday PM Pk Hr

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

Starbucks
 1224 N Harbor Blvd
 Anaheim, CA 92801
 9/30/2021 Thursday AM Pk Hr

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

Starbucks
 1224 N Harbor Blvd
 Anaheim, CA 92801
 9/30/2021 Thursday MD Pk Hr

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

Starbucks
 1224 N Harbor Blvd
 Anaheim, CA 92801
 9/30/2021 Thursday PM Pk Hr

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

Starbucks
 1224 N Harbor Blvd
 Anaheim, CA 92801
 9/30/2021 Thursday PM Pk Hr

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

Starbucks
1224 N Harbor Blvd
Anaheim, CA 92801
10/1/2021 Friday AM Pk Hr

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

Starbucks
 1224 N Harbor Blvd
 Anaheim, CA 92801
 10/1/2021 Friday MD Pk Hr

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

Starbucks
 1224 N Harbor Blvd
 Anaheim, CA 92801
 10/1/2021 Friday PM Pk Hr

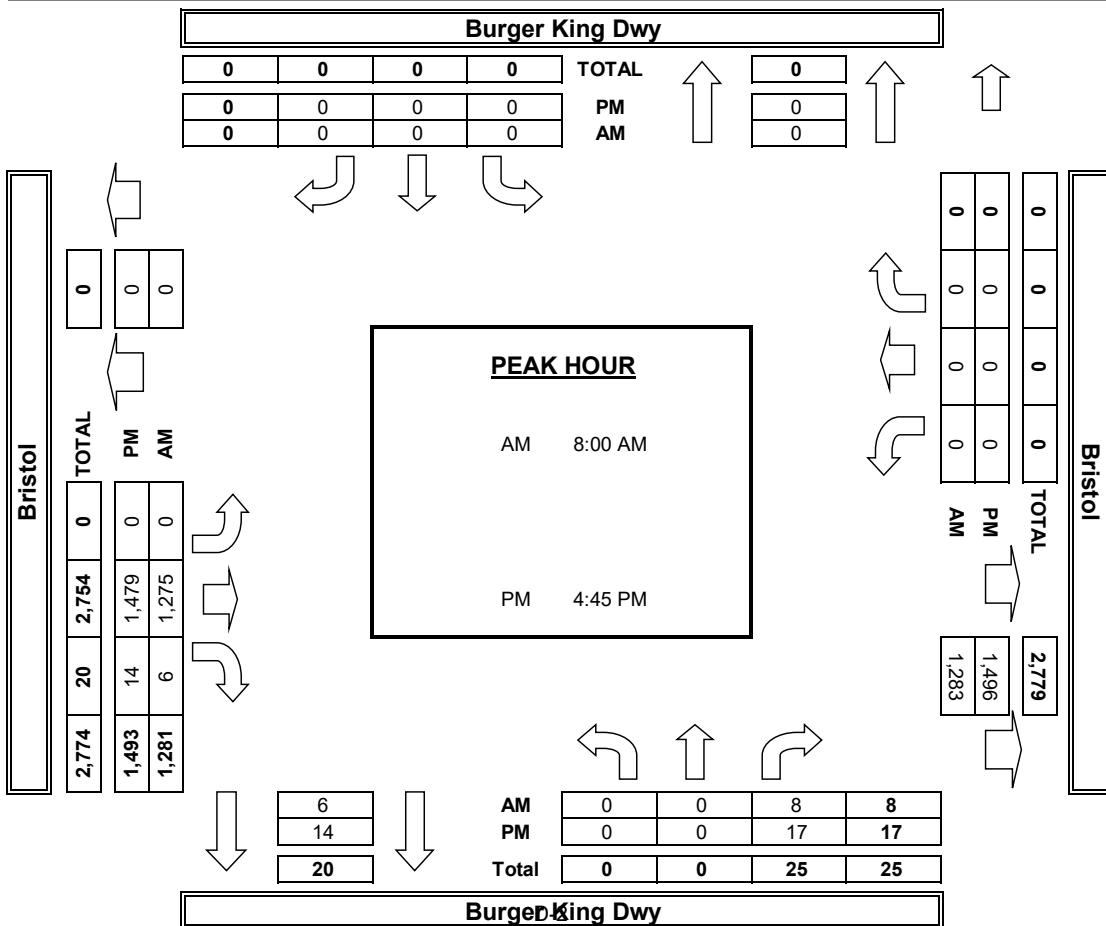
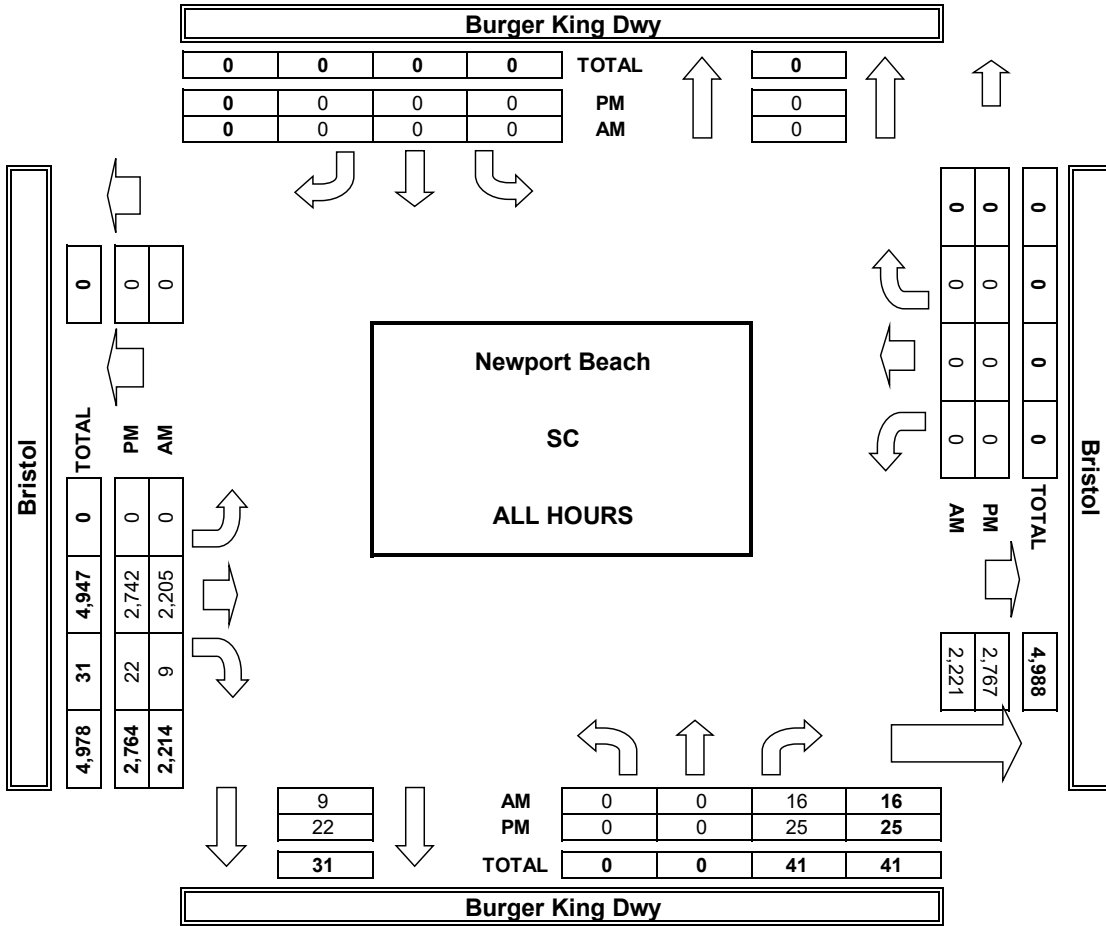
Time	Queue Pick-up to Order Board	Queue Order Board Back	Total Queue	Time	Queue Pick-up to Order Board	Queue Order Board Back	Total Queue	Time	Queue Pick-up to Order Board	Queue Order Board Back	Total Queue	Time	Queue Pick-up to Order Board	Queue Order Board Back	Total Queue
4:00 PM	2	2	4	4:30 PM	3	1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

Starbucks
 1224 N Harbor Blvd
 Anaheim, CA 92801
 10/1/2021 Friday PM Pk Hr

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

APPENDIX D
EXISTING TRAFFIC COUNT DATA

AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Tue, Oct 12, 21

LOCATION: Newport Beach
NORTH & SOUTH: Birch
EAST & WEST: Burger King Dwy

PROJECT #: SC
LOCATION #: 2
CONTROL: NO CONTROL

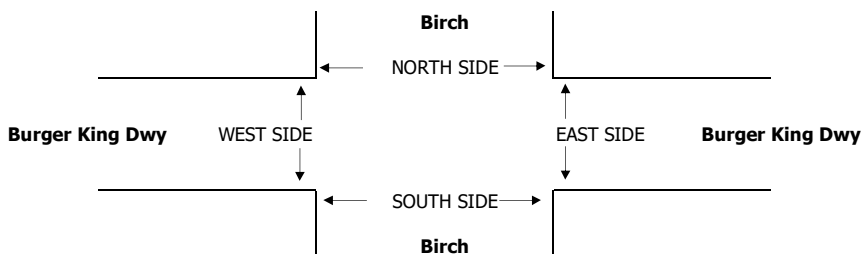
<p>NOTES:</p> <p style="color: blue;">Queue NB till Burger King Dwy: 16:16:10, 16:17:22, 16:26:11, 16:36:22, 17:02:16, 17:56:58</p>	AM PM MD OTHER OTHER	◀ W E ▶	▲ N S ▼	
--	----------------------------------	------------	------------	--

Add U-Turns to Left Turns

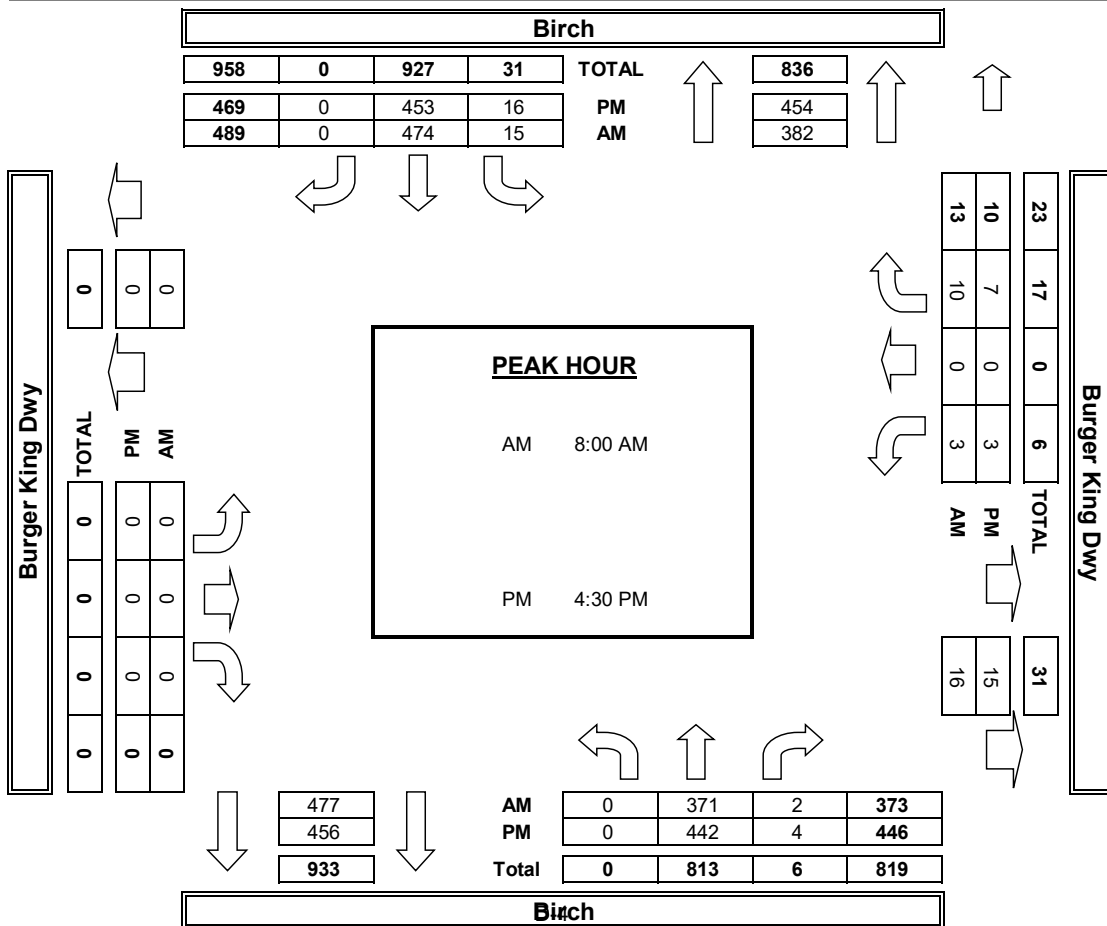
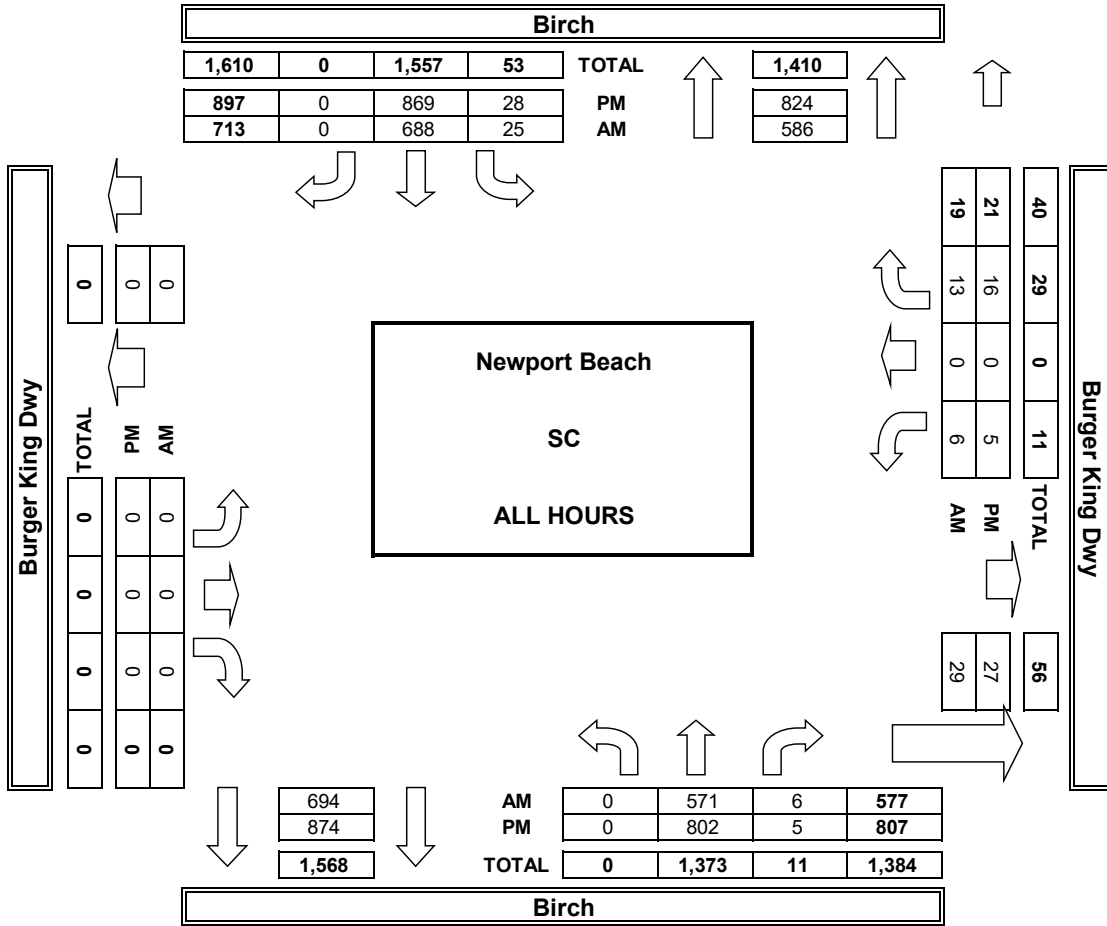
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Birch			Birch			Burger King Dwy			Burger King Dwy			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
AM													
7:00 AM	0	32	0	2	34	0	0	0	0	1	0	1	70
7:15 AM	0	31	1	2	40	0	0	0	0	0	0	0	74
7:30 AM	0	58	1	3	62	0	0	0	0	2	0	1	127
7:45 AM	0	79	2	3	78	0	0	0	0	0	0	1	163
8:00 AM	0	79	1	4	125	0	0	0	0	2	0	1	212
8:15 AM	0	85	0	4	102	0	0	0	0	0	0	3	194
8:30 AM	0	102	1	3	135	0	0	0	0	1	0	2	244
8:45 AM	0	105	0	4	112	0	0	0	0	0	0	4	225
VOLUMES	0	571	6	25	688	0	0	0	0	6	0	13	1,309
APPROACH %	0%	99%	1%	4%	96%	0%	0%	0%	0%	32%	0%	68%	
APP/DEPART	577	/	586	713	/	694	0	/	29	19	/	0	0
BEGIN PEAK HR	8:00 AM												
VOLUMES	0	371	2	15	474	0	0	0	0	3	0	10	875
APPROACH %	0%	99%	1%	3%	97%	0%	0%	0%	0%	23%	0%	77%	
PEAK HR FACTOR	0.888			0.886			0.000			0.813			0.897
APP/DEPART	373	/	382	489	/	477	0	/	16	13	/	0	0
PM													
4:00 PM	0	97	0	3	92	0	0	0	0	1	0	2	195
4:15 PM	0	103	0	3	102	0	0	0	0	0	0	1	209
4:30 PM	0	101	3	3	107	0	0	0	0	0	0	3	217
4:45 PM	0	98	0	5	119	0	0	0	0	0	0	2	224
5:00 PM	0	123	0	4	107	0	0	0	0	2	0	2	238
5:15 PM	0	120	1	4	120	0	0	0	0	1	0	0	246
5:30 PM	0	96	1	3	115	0	0	0	0	1	0	0	216
5:45 PM	0	64	0	3	107	0	0	0	0	0	0	6	180
VOLUMES	0	802	5	28	869	0	0	0	0	5	0	16	1,725
APPROACH %	0%	99%	1%	3%	97%	0%	0%	0%	0%	24%	0%	76%	
APP/DEPART	807	/	824	897	/	874	0	/	27	21	/	0	0
BEGIN PEAK HR	4:30 PM												
VOLUMES	0	442	4	16	453	0	0	0	0	3	0	7	925
APPROACH %	0%	99%	1%	3%	97%	0%	0%	0%	0%	30%	0%	70%	
PEAK HR FACTOR	0.907			0.946			0.000			0.625			0.940
APP/DEPART	446	/	454	469	/	456	0	/	15	10	/	0	0

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	2	0	0	2

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	1	0	0	1
0	3	0	0	3
0	1	0	0	1
0	0	0	0	0
0	6	0	0	6



AimTD LLC
TURNING MOVEMENT COUNTS



APPENDIX E

LEVEL OF SERVICE CALCULATION WORKSHEETS

APPENDIX E-1

EXISTING TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 1: Project Driveway No. 1 at Bristol Street

Control Type:	Two-way stop	Delay (sec / veh):	15.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.024

Intersection Setup

Name	Project Driveway No. 1		Bristol Street		Bristol Street	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Project Driveway No. 1		Bristol Street		Bristol Street	
Base Volume Input [veh/h]	0	8	1275	6	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	8	1275	6	0	0
Peak Hour Factor	0.9500	0.9450	0.9450	0.9450	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	2	337	2	0	0
Total Analysis Volume [veh/h]	0	8	1349	6	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	15.89	0.00	0.00	0.00	0.00
Movement LOS		C	A	A		
95th-Percentile Queue Length [veh/ln]	0.00	0.07	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	1.81	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.89		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.09					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 2: Birch Street at Project Driveway No. 2

Control Type:	Two-way stop	Delay (sec / veh):	11.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name	Birch Street		Birch Street		Project Driveway No. 2	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Birch Street		Birch Street		Project Driveway No. 2	
Base Volume Input [veh/h]	371	2	15	474	3	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	371	2	15	474	3	10
Peak Hour Factor	0.8970	0.8970	0.8970	0.8970	0.8970	0.8970
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	103	1	4	132	1	3
Total Analysis Volume [veh/h]	414	2	17	528	3	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.01	0.01	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	8.21	0.00	11.80	9.61
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.05	0.00	0.06	0.06
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.14	0.00	1.48	1.48
d_A, Approach Delay [s/veh]	0.00		0.26		10.08	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.29					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1: Project Driveway No. 1 at Bristol Street

Control Type:	Two-way stop	Delay (sec / veh):	18.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.062

Intersection Setup

Name	Project Driveway No. 1		Bristol Street		Bristol Street	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Project Driveway No. 1		Bristol Street		Bristol Street	
Base Volume Input [veh/h]	0	17	1479	14	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	17	1479	14	0	0
Peak Hour Factor	0.9500	0.9580	0.9580	0.9580	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	4	386	4	0	0
Total Analysis Volume [veh/h]	0	18	1544	15	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.06	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	18.22	0.00	0.00	0.00	0.00
Movement LOS		C	A	A		
95th-Percentile Queue Length [veh/ln]	0.00	0.20	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	4.93	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	18.22		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.21					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 2: Birch Street at Project Driveway No. 2

Control Type:	Two-way stop	Delay (sec / veh):	12.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name	Birch Street		Birch Street		Project Driveway No. 2	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Birch Street		Birch Street		Project Driveway No. 2	
Base Volume Input [veh/h]	442	4	16	453	3	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	442	4	16	453	3	7
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	118	1	4	120	1	2
Total Analysis Volume [veh/h]	470	4	17	482	3	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	8.37	0.00	12.06	9.79
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.05	0.00	0.05	0.05
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.19	0.00	1.14	1.14
d_A, Approach Delay [s/veh]	0.00		0.29		10.47	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.25					
Intersection LOS	B					

APPENDIX E-II

**EXISTING (WITH STARBUCKS)
TRAFFIC CONDITIONS**

Intersection Level Of Service Report
Intersection 1: Project Driveway No. 1 at Bristol Street

Control Type:	Two-way stop	Delay (sec / veh):	17.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.104

Intersection Setup

Name	Project Driveway No. 1		Bristol Street		Bristol Street	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Project Driveway No. 1		Bristol Street		Bristol Street	
Base Volume Input [veh/h]	0	32	1275	45	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	32	1275	45	0	0
Peak Hour Factor	0.9500	0.9450	0.9450	0.9450	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	8	337	12	0	0
Total Analysis Volume [veh/h]	0	34	1349	48	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.10	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	17.23	0.00	0.00	0.00	0.00
Movement LOS		C	A	A		
95th-Percentile Queue Length [veh/ln]	0.00	0.34	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	8.59	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	17.23		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.41					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 2: Birch Street at Project Driveway No. 2

Control Type:	Two-way stop	Delay (sec / veh):	13.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.050

Intersection Setup

Name	Birch Street		Birch Street		Project Driveway No. 2	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Birch Street		Birch Street		Project Driveway No. 2	
Base Volume Input [veh/h]	371	22	45	474	22	54
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	371	22	45	474	22	54
Peak Hour Factor	0.8970	0.8970	0.8970	0.8970	0.8970	0.8970
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	103	6	13	132	6	15
Total Analysis Volume [veh/h]	414	25	50	528	25	60
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.04	0.01	0.05	0.08
d_M, Delay for Movement [s/veh]	0.00	0.00	8.37	0.00	12.97	10.36
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.14	0.00	0.43	0.43
95th-Percentile Queue Length [ft/ln]	0.00	0.00	3.51	0.00	10.79	10.79
d_A, Approach Delay [s/veh]	0.00		0.72		11.13	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.24					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1: Project Driveway No. 1 at Bristol Street

Control Type:	Two-way stop	Delay (sec / veh):	18.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.055

Intersection Setup

Name	Project Driveway No. 1		Bristol Street		Bristol Street	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Project Driveway No. 1		Bristol Street		Bristol Street	
Base Volume Input [veh/h]	0	15	1479	20	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	15	1479	20	0	0
Peak Hour Factor	0.9500	0.9580	0.9580	0.9580	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	4	386	5	0	0
Total Analysis Volume [veh/h]	0	16	1544	21	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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




Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.06	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	18.18	0.00	0.00	0.00	0.00
Movement LOS		C	A	A		
95th-Percentile Queue Length [veh/ln]	0.00	0.17	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	4.37	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	18.18		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.18					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 2: Birch Street at Project Driveway No. 2

Control Type:	Two-way stop	Delay (sec / veh):	12.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.022

Intersection Setup

Name	Birch Street		Birch Street		Project Driveway No. 2	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Birch Street		Birch Street		Project Driveway No. 2	
Base Volume Input [veh/h]	442	10	20	453	10	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	442	10	20	453	10	25
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	118	3	5	120	3	7
Total Analysis Volume [veh/h]	470	11	21	482	11	27
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.02	0.04
d_M, Delay for Movement [s/veh]	0.00	0.00	8.41	0.00	12.37	10.06
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.06	0.00	0.18	0.18
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.49	0.00	4.52	4.52
d_A, Approach Delay [s/veh]	0.00		0.35		10.73	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.57					
Intersection LOS	B					

Attachment No. CD 4

Project Plans



STARBUCKS COFFEE

NEWPORT BEACH, CA

PROJECT INFORMATION

PROJECT LOCATION

4501 JAMBOREE RD
NEWPORT BEACH, CA

PROJECT DESCRIPTION

PROPOSED IS A STARBUCKS TAKEOVER OF THE EXISTING BUILDING AND SITE. THE EXISTING BUILDING WILL BE REDUCED IN SIZE TO APPROXIMATELY 2,117 SF AND REBRANDED TO A STARBUCKS UTILIZING NEW PAINT COLORS, MATERIALS, AND SIGNAGE. STARBUCKS WILL HAVE APPROXIMATELY 25 INTERIOR SEATS AND APPROXIMATELY 16 OUTDOOR SEATS.

ONCE THE REQUIRED ACCESSIBILITY REQUIREMENTS AND CIRCULATION MODIFICATIONS ARE IMPLEMENTED INTO THE SITE THE TOTAL PARKING COUNT WILL REMAIN 30 PARKING SPACES AND 13 CARS IN THE DRIVE-THRU QUEUE.

THE PROPOSED BUSINESS HOURS OF THE STARBUCKS ARE 4:30AM TO 12:00AM SUNDAY THROUGH SATURDAY.

STARBUCKS MAY HAVE APPROXIMATELY 8 TO 9 EMPLOYEES DURING PEAK TIMES IN THE STORE AND UP TO APPROXIMATELY 30 TOTAL EMPLOYEE COUNT.

ASSESSOR'S PARCEL NUMBER

APN 405-161-03

LEGAL DESCRIPTION

REAL PROPERTY IN THE CITY OF NEWPORT BEACH, COUNTY OF ORANGE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCEL 2, IN THE CITY OF NEWPORT BEACH, COUNTY OF ORANGE, STATE OF CALIFORNIA, AS SHOWN ON A MAP FILED IN BOOK 108, PAGES 27 AND 28 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF ORANGE COUNTY.

EXCEPTING THEREFROM ALL MINERAL RIGHTS, INCLUDING WITHOUT LIMITED, ALL OIL, GAS, HYDROCARBON AND SIMILAR RIGHTS AND ALL WATER, WATER RIGHTS, GEOTHERMAL STEAM AND STEAM POWER WITHIN OR UNDERLYING SAID LAND, TOGETHER WITH THE PERPETUAL RIGHT OF DEVELOPMENT THEREOF, WITHOUT HOWEVER, THE RIGHT TO ENTER UPON THE SURFACE AND THE TOP 500 FEET OF THE SUBSURFACE OF SAID LAND, AS RESERVED IN A DEED RECORDED FEBRUARY 14, 1976, IN BOOK 12562, PAGE 1899 OF OFFICIAL RECORDS.

NOTE: THE COMPANY IS PROHIBITED FROM INSURING THE AREA OR QUANTITY OF THE LAND DESCRIBED HEREIN. ANY STATEMENT IN THE ABOVE LEGAL DESCRIPTION OF THE AREA OR QUANTITY OF LAND IS NOT A REPRESENTATION THAT SUCH AREA OR QUANTITY IS CORRECT, BUT IS MADE ONLY FOR INFORMATIONAL AND / OR IDENTIFICATION PURPOSES

ZONING

JURISDICTION: CITY OF NEWPORT BEACH, CA

ZONING: P-C (KOLL CENTER)

CONTACTS

APPLICANT

STARBUCKS COFFEE COMPANY
555 ANTON BLVD, SUITE 300
COSTA MESA, CA 92626
t: 714.477.5861
CONTACT: KAREEM ALI, kaali@starbucks.com

APPLICANT REPRESENTATIVE

CAA PLANNING
30900 RANCHO VIEJO ROAD, SUITE 285
SAN JUAN CAPISTRANO, CA 92675
T:949-581-2888 F:949-581-3599
CONTACT: SHAWNA SCHAFFNER

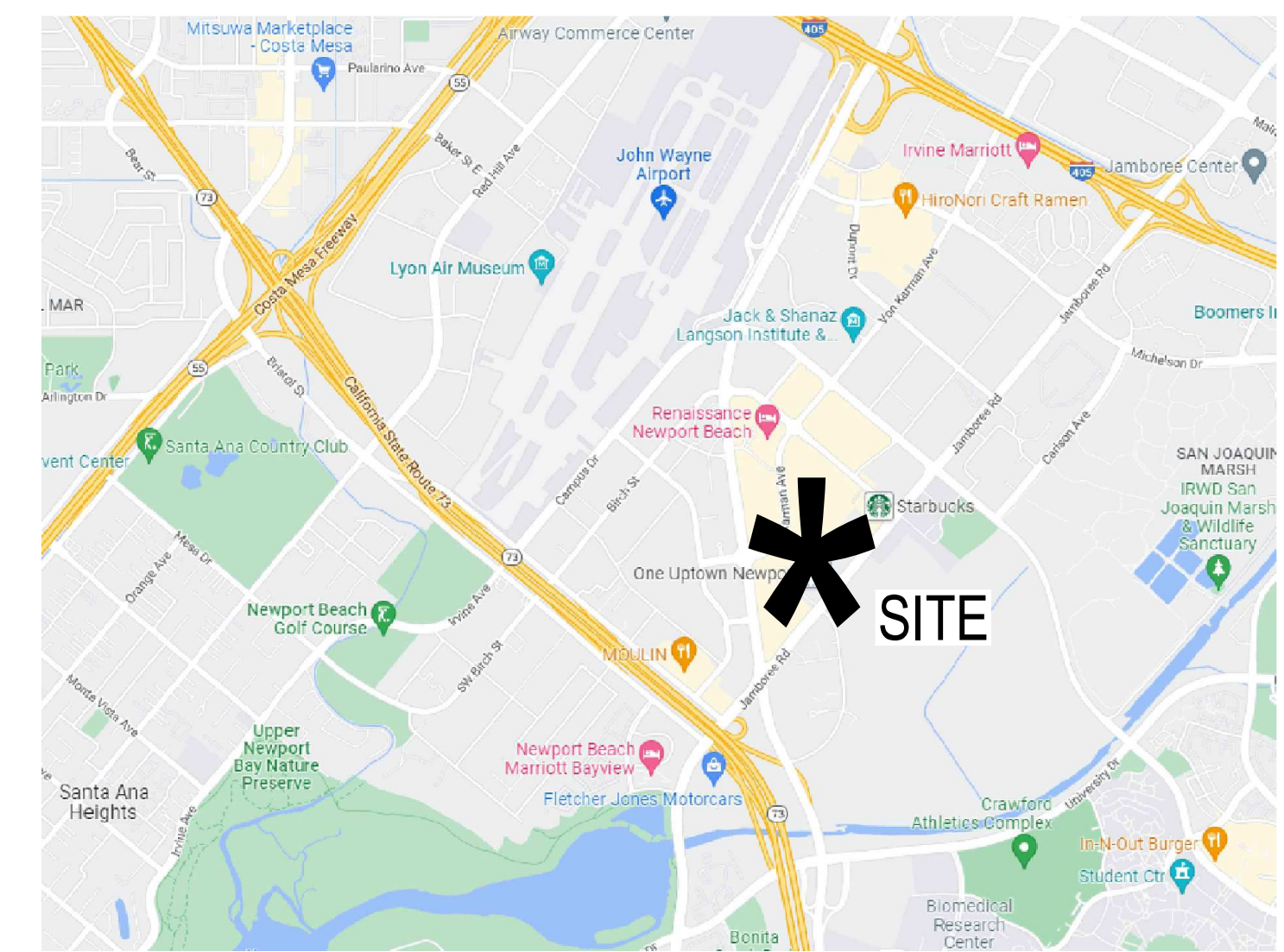
ARCHITECT

GREENBERGFARROW
30 EXECUTIVE PARK, SUITE 100
IRVINE, CA 92614
t: 949.296.0450 f: 949.296.0437
CONTACT: DOUG COUPER, dcouper@greenbergfarrow.com

LANDSCAPE ARCHITECT

WOOD ARCHITECTURE
1512 W MINERAL KING AVENUE
VISALIA, CA 93291
t: 559.786.9600 F: 559.636.3277
CONTACT: KURT KOETHER, KURT@IWOODARCHITECTURE.COM

SITE VICINITY MAP



VICINITY MAP
NOT TO SCALE



DRAWING INDEX

<input type="checkbox"/> SHEET 00	COVER SHEET
<input type="checkbox"/> SHEETS 01-04	ALTA SURVEY (4 SHEETS)
<input type="checkbox"/> SHEET 05	SITE PLAN
<input type="checkbox"/> SHEET 06	EXISTING FLOOR PLAN
<input type="checkbox"/> SHEET 07	PROPOSED FLOOR PLAN
<input type="checkbox"/> SHEET 08	EXISTING ELEVATIONS
<input type="checkbox"/> SHEET 09	PROPOSED EXTERIOR ELEVATIONS - B&W
<input type="checkbox"/> SHEET 10	PROPOSED EXTERIOR ELEVATIONS - COLOR
<input type="checkbox"/> SHEET 11	CONCEPTUAL GRADING PLAN
<input type="checkbox"/> SHEET 12	CONCEPTUAL GRADING SECTIONS AND DETAILS
<input type="checkbox"/> SHEET 13	CONCEPTUAL GRADING STANDARDS AND DETAILS
<input type="checkbox"/> SHEET 14	LANDSCAPE CONCEPT PLAN
<input type="checkbox"/> SHEET 15	IRRIGATION CONCEPT PLAN
<input type="checkbox"/> SHEET 16	PHOTOMETRIC PLAN
<input type="checkbox"/> SHEET 17	PHOTO SIMULATIONS

Notes:

- Signs will be under a separate review and approval of a comprehensive sign program.
- All signs shall be in compliance with PC15 Koll Center or an approved sign program and require separate review and permits. Signs under separate reviews and permits.
- Outdoor light fixtures will be designed, shielded, aimed, located, and maintained to shield adjacent properties and to not produce glare onto adjacent properties or roadways. Parking lot light fixtures and light fixtures on buildings shall be full cut-off fixtures.
- Light spillover will not exceed one foot-candle at the subject property line.
- Parking area light standards shall be the minimum height required to effectively illuminate the parking area and eliminate spillover of light and glare onto adjoining properties and roadways.



DATE OF FIELD SURVEY MARCH, 2022
TAX PARCEL NO. 445-161-03

TITLE INFORMATION

THE TITLE INFORMATION SHOWN HEREON IS PER PRELIMINARY REPORT FOR TITLE INSURANCE NO. NCS-1111580-H01 DATED FEBRUARY 5, 2022 AS PREPARED BY FIRST AMERICAN TITLE COMPANY, DALLAS, TEXAS [TITLE OFFICER: SHARON MARK, TELEPHONE: (713) 402-4399]. NO RESPONSIBILITY OF CONTENT, COMPLETENESS OR ACCURACY OF SAID PRELIMINARY REPORT IS ASSUMED BY THIS MAP OR THE SURVEYOR.

RECORD OWNER

TODD I. SCHIFFMAN, TRUSTEE AND SUCCESSOR TRUSTEE OF THE TODD I. SCHIFFMAN LIVING TRUST DATED DECEMBER 23, 1999

LEGAL DESCRIPTION

REAL PROPERTY IN THE CITY OF NEWPORT BEACH, COUNTY OF ORANGE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCEL 2, IN THE CITY OF NEWPORT BEACH, COUNTY OF ORANGE, STATE OF CALIFORNIA, AS SHOWN ON A MAP FILED IN BOOK 108, PAGES 27 AND 28 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF ORANGE COUNTY.

EXCEPTING THEREFROM ALL MINERAL RIGHTS, INCLUDING WITHOUT LIMITED, ALL OIL, GAS, HYDROCARBON AND SIMILAR RIGHTS AND ALL WATER, WATER RIGHTS, GEOTHERMAL STEAM AND STEAM POWER, WITHIN OR UNDERLYING SAID LAND, TOGETHER WITH THE PERPETUAL RIGHT OF DEVELOPMENT THEREOF, WITHOUT HOWEVER, THE RIGHT TO ENTER UPON THE SURFACE AND THE TOP 500 FEET OF THE SUBSURFACE OF SAID LAND, AS RESERVED IN A DEED RECORDED FEBRUARY 14, 1976, IN BOOK 12562, PAGE 1899 OF OFFICIAL RECORDS.

NOTE: THE COMPANY IS PROHIBITED FROM INSURING THE AREA OR QUANTITY OF THE LAND DESCRIBED HEREIN. ANY STATEMENT IN THE ABOVE LEGAL DESCRIPTION OF THE AREA OR QUANTITY OF LAND IS NOT A REPRESENTATION THAT SUCH AREA OR QUANTITY IS CORRECT, BUT IS MADE ONLY FOR INFORMATIONAL AND/OR IDENTIFICATION PURPOSES.

TITLE EXCEPTIONS AND EASEMENTS

1-3 TAXES.

4 AN EASEMENT IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED AS BOOK 1522, PAGE 527 OF OFFICIAL RECORDS.

(DOCUMENT DOES NOT AFFECT)

5 AN EASEMENT FOR PERPETUAL AIR OR FLIGHT EASEMENT, ALSO REFERRED TO AS "NAVIGATION RIGHTS" AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED MARCH 17, 1964 AS BOOK 6965, PAGE 721 OF OFFICIAL RECORDS.

(DOCUMENT AFFECTS - BLANKET IN NATURE)

6 AN EASEMENT FOR PRIVATE DRIVE AND INCIDENTAL PURPOSES SHOWN OR DEDICATED ON THE MAP OF TRACT NO. 7953 RECORDED OCTOBER 31, 1972 AND ON FILE IN BOOK 310, PAGE 7-11, OF TRACT MAPS.

(DOCUMENT AFFECTS - CENTERLINE OF 30' PRIVATE DRIVEWAY PLOTTED AS [A])

7 AN EASEMENT IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 11, 1974 AS BOOK 11073, PAGE 218 OF OFFICIAL RECORDS.

(DOCUMENT AFFECTS - PLOTTED HEREON AS [B])

8 ABUTTER'S RIGHTS OF INGRESS AND EGRESS TO OR FROM JAMBOREE BOULEVARD EXCEPT AT PRIVATE DRIVE, HAVE BEEN DEDICATED OR RELINQUISHED ON THE MAP OF PARCEL MAP ON FILE IN BOOK 108, PAGE 27-28, OF PARCEL MAPS.

(DOCUMENT AFFECTS - PLOTTED HEREON AS [C])

9 AN EASEMENT FOR BICYCLE AND PEDESTRIAN PURPOSES AND INCIDENTAL PURPOSES SHOWN OR DEDICATED ON THE MAP OF PARCEL MAP RECORDED DECEMBER 15, 1977 AND ON FILE IN BOOK 108, PAGE 27-28, OF PARCEL MAPS.

(DOCUMENT AFFECTS - PLOTTED HEREON AS [C])

10 COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS IN THE DOCUMENT RECORDED JANUARY 03, 1978 AS BOOK 12516, PAGE 1162 OF OFFICIAL RECORDS.

(DOCUMENT AFFECTS - BLANKET IN NATURE)

11 AN EASEMENT IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION, ITS SUCCESSORS AND ASSIGNS FOR RIGHT OF WAY TO CONSTRUCT, USE, MAINTAIN, OPERATE, ALTER, ADD TO, REPAIR, REPLACE, RECONSTRUCT, INSPECT AND REMOVE AT ANY TIME AND FROM TIME TO TIME UNDERGROUND ELECTRICAL SUPPLY SYSTEMS AND COMMUNICATION SYSTEMS (HEREINAFTER REFERRED TO AS "SYSTEMS") CONSISTING OF WIRES, UNDERGROUND CONDUITS, CABLES, VAULTS, MANHOLES, HANDHOLES AND INCLUDING ABOVE GROUND ENCLOSURES, MARKERS AND CONCRETE PADS AND OTHER APPURTENANT FIXTURES AND EQUIPMENT NECESSARY OR USEFUL FOR DISTRIBUTING ELECTRICAL ENERGY AND FOR TRANSMITTING INTELLIGENCE BY ELECTRICAL MEANS AND INCIDENTAL PURPOSES, RECORDED MAY 05, 1978 AS INSTRUMENT NO. 9042 AS BOOK 12663, PAGE 1499 OF OFFICIAL RECORDS.

(DOCUMENT AFFECTS - PLOTTED HEREON AS [D])

12 AN EASEMENT FOR EXCLUSIVE EASEMENT FOR PASSAGE AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED MAY 26, 1978 AS INSTRUMENT NO. 38246 AS BOOK 12690, PAGE 854 OF OFFICIAL RECORDS.

(DOCUMENT DOES NOT AFFECT)

13 A DEED OF TRUST TO SECURE AN ORIGINAL INDEBTEDNESS OF \$1,050,000.00 RECORDED JANUARY 29, 2013 AS INSTRUMENT NO. 201300057021 OF OFFICIAL RECORDS. A DOCUMENT ENTITLED "ASSIGNMENT OF LEASES AND RENTS" RECORDED JANUARY 29, 2013 AS INSTRUMENT NO. 201300057022 OF OFFICIAL RECORDS, AS ADDITIONAL SECURITY FOR THE PAYMENT OF THE INDEBTEDNESS SECURED BY THE DEED OF TRUST. A DOCUMENT RECORDED OCTOBER 27, 2021 AS INSTRUMENT NO. 2021000654355 OF OFFICIAL RECORDS PROVIDES THAT CITIZENS BUSINESS BANK WAS SUBSTITUTED AS TRUSTEE UNDER THE DEED OF TRUST. THE EFFECT OF A DOCUMENT ENTITLED "SUBSTITUTION OF TRUSTEE AND FULL RECONVEYANCE", RECORDED OCTOBER 27, 2021 AS INSTRUMENT NO. 2021000654355 OF OFFICIAL RECORDS.

(NOT SURVEY MATTERS)

14 WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT SHOWN BY THE PUBLIC RECORDS.

15 RIGHTS OF PARTIES IN POSSESSION.

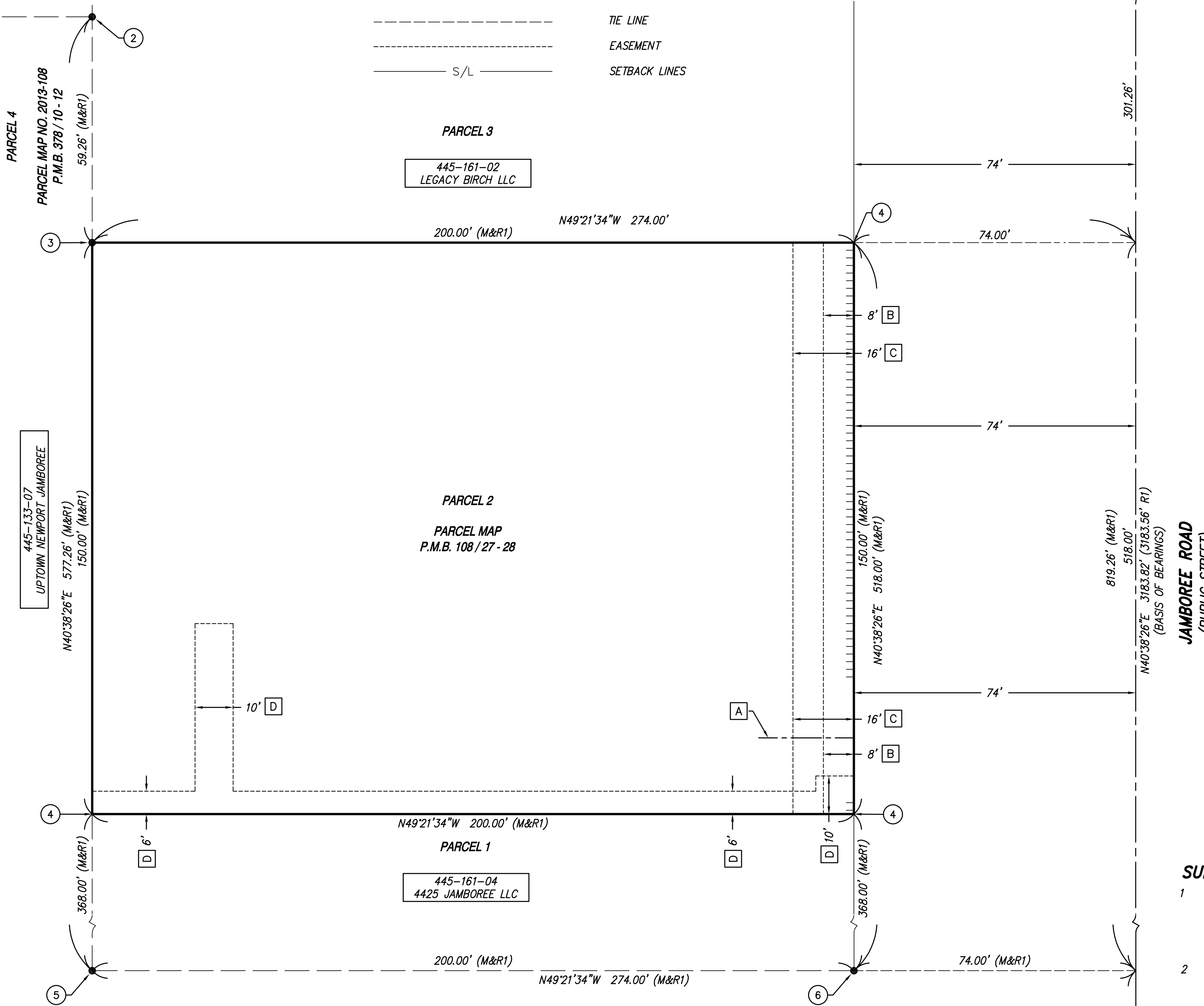
BASIS OF BEARINGS

THE BEARINGS SHOWN HEREON ARE BASED ON THE CENTERLINE OF JAMBOREE ROAD AS SHOWN ON PARCEL MAP FILED IN PARCEL MAP BOOK 108, PAGES 27-28, BEING NORTH 40°38'26" EAST.

LINE LEGEND

- PROPERTY LINE
CENTER LINE
RIGHT-OF-WAY LINE
UNDERLYING LOT LINE
TIE LINE
EASEMENT
SETBACK LINES

BIRCH STREET (PUBLIC STREET)



REFERENCES

- R1 PARCEL MAP - P.M.B. 108/27-28.
(...) INDICATES RECORD OR CALCULATED FROM RECORD DATA AS NOTED.
M&R INDICATES MEASURE DATA AND RECORD DATA ARE THE SAME.

MONUMENT AND ESTABLISHMENT NOTES

- INDICATES FOUND MONUMENT AS NOTED BELOW.
1 INDICATES FOUND 2" BRASS CAP PUNCHED "LS 3109" IN O.C.S. WELL MONUMENT, PER CORNER RECORD 2013-3386, DOWN 1.2'.
2 INDICATES FOUND 1" IRON PIPE TAGGED "LS. 3109", PER R1, DOWN 0.7'.
3 INDICATES FOUND 2" IRON PIPE WITH NAIL, NO TAG, NO REFERENCE, DOWN 1.0'. SAID POINT IS LOCATED NORTH 49°21'34" WEST, 0.26' FROM PROPERTY CORNER AS ESTABLISHED BY HOLDING R1 DATA.
4 INDICATES SEARCHED, NOTHING FOUND. ESTABLISHED BY HOLDING RECORD DATA PER R1.
5 INDICATES FOUND 1" IRON PIPE WITH ILLEGIBLE TAG, NO REFERENCE, DOWN 1.0'. ACCEPTED AS WEST CORNER OF PARCEL 1 OF R1.
6 INDICATES FOUND LEAD, TACK AND TAG STAMPED "LS 7223", NO REFERENCE, FLUSH. SAID MONUMENT IS LOCATED NORTH 49°21'34" WEST, 0.15' FROM PROPERTY CORNER AS ESTABLISHED BY HOLDING R1 DATA.
7 INDICATES FOUND MAG NAIL AND WASHER STAMPED "LS 5411", PER CORNER RECORD 2013-3383, FLUSH.

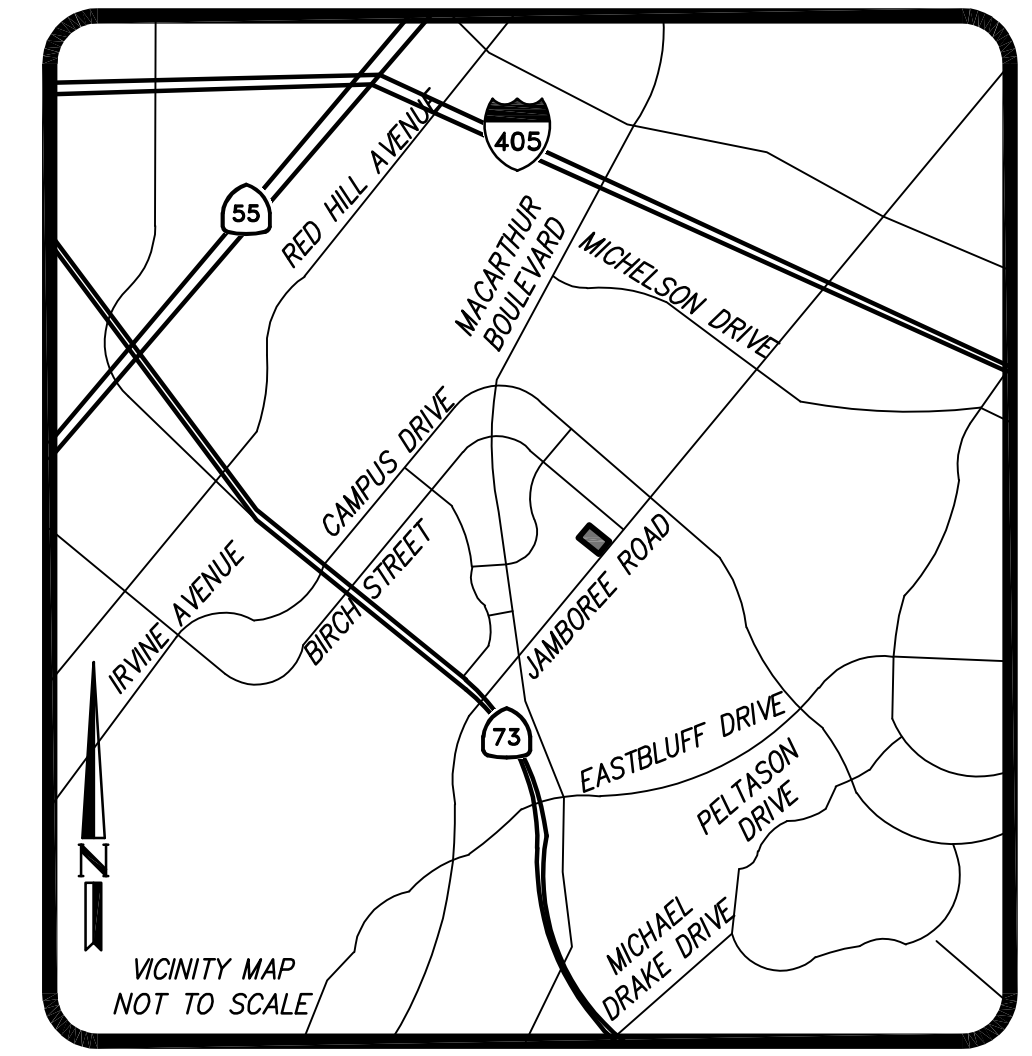
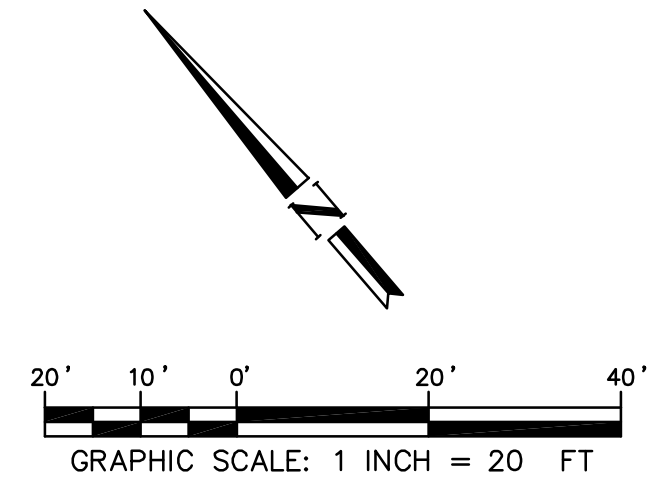


Table with 2 columns: NO., REVISION. Contains a grid for recording revisions.

SURVEYOR'S NOTES

- 1 THE PROPERTY DESCRIBED IN THE PRELIMINARY REPORT FOR TITLE INSURANCE NO. NCS-1111580-H01 DATED FEBRUARY 5, 2022 AS PREPARED BY FIRST AMERICAN TITLE COMPANY IS THE SAME AS THE PROPERTY SHOWN HEREON.
2 THE SUBJECT PROPERTY HAS DIRECT ACCESS TO JAMBOREE ROAD, A DEDICATED PUBLIC STREET.

ALTA/NSPS TABLE "A" ITEM NOTES

- ITEM 2(a) SEE THE SURVEY PLAT FOR EXTERIOR DIMENSIONS OF ALL BUILDINGS AT GROUND LEVEL.
ITEM 7(b)(1) SEE THE SURVEY PLAT FOR THE SQUARE FOOTAGE OF THE EXTERIOR FOOTPRINT OF ALL BUILDINGS AT GROUND LEVEL.
ITEM 7(c) SEE THE SURVEY PLAT FOR THE MEASURED HEIGHT ABOVE GRADE OF ALL BUILDINGS.
ITEM 8 SEE THE SURVEY PLAT FOR ANY SUBSTANTIAL FEATURES OBSERVED IN THE PROCESS OF CONDUCTING THE SURVEY.
ITEM 9 SEE THE SURVEY PLAT FOR ANY PARKING STRIPING AND TYPE OF PARKING SPACE. THE PARKING COUNT IS AS FOLLOWS:
REGULAR SPACES 28
HANDICAP SPACES 2
TOTAL SPACES 30
ITEM 13 SEE THE SURVEY PLAT FOR THE NAMES OF ADJOINING OWNERS.
ITEM 14 SEE THE SURVEY PLAT FOR THE DISTANCE TO THE NEAREST INTERSECTING STREET.
ITEM 16 THERE IS NO OBSERVABLE EVIDENCE OF EARTH MOVING WORK WITHIN RECENT MONTHS.
ITEM 17 THE SURVEYOR IS NOT AWARE OF OR HAS NOT BEEN PROVIDED EVIDENCE REGARDING PROPOSED CHANGES IN STREET RIGHT OF WAY LINES, OR OBSERVED EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS.
ITEM 18 THE COMMITMENT DID NOT LIST ANY OFFSITE EASEMENTS OR SERVITUDES BENEFITING THE SURVEYED PROPERTY.

ALTA/NSPS TABLE "A" ITEM NOTES

- ITEM 2 THE SITE ADDRESS OBSERVED WHILE CONDUCTING THE SURVEY IS: 4501 JAMBOREE ROAD, NEWPORT BEACH 92660
ITEM 3 THE LAND SHOWN ON THIS SURVEY LIES ENTIRELY WITHIN FLOOD ZONE "X" (UN-SHADED), BEING DESCRIBED AS "AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN" PER FLOOD INSURANCE RATE MAP (FIRM) - COMMUNITY PANEL NUMBER 06059C0286J DATED DECEMBER 3, 2009.
ITEM 4 THE GROSS LAND AREA IS: 30,000 SF / 0.689 ACRES
ITEM 5 THE CONTOURS AND ELEVATIONS SHOWN HEREON ARE BASED ON THE FOLLOWING BENCHMARK:
BM No.: 3J-13-70 ELEV.: 54.540' (COUNTY OF ORANGE BENCHMARK)
DATUM: NAVD 88
DESCRIPTION: DESCRIBED BY OCS 2001 - FOUND 3 3/4" OCS ALUMINUM BENCHMARK DISK STAMPED "3J-13-70", SET IN THE TOP OF A 4 IN. BY 4 IN. CONCRETE POST. MONUMENT IS LOCATED IN THE SOUTHERLY CORNER OF THE INTERSECTION OF JAMBOREE ROAD AND FAIRCHILD, 72.3 FT. WESTERLY OF THE CENTERLINE OF FAIRCHILD AND 57.2 FT. SOUTHERLY OF THE CENTER OF THE CENTER MEDIAN ALONG MACARTHUR, 2.8 FT. WESTERLY OF THE WEST END OF THE SOUTHWEST CURB RETURN. MONUMENT IS DOWN 0.1 FT. FROM THE TOP OF CURB.
CONTOUR INTERVAL=1'
ITEM 6(a) THE CURRENT ZONING CLASSIFICATION IS PER THE CITY OF ...
(INSERT ZONING INFORMATION HERE - INDICATE SOURCE AND DATE OF INFO)
ITEM 6(b) SEE THE SURVEY PLAT FOR THE LOCATION OF SETBACK LINES.

SURVEYOR'S CERTIFICATE

TO: STARBUCKS CORPORATION, A WASHINGTON CORPORATION, AND ITS AFFILIATES; AND FIRST AMERICAN TITLE INSURANCE COMPANY;

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 5, 6(a), 6(b), 7(a), 7(b)(1), 7(c), 8, 9, 11, 13, 14, 16, 17, 18, 19 AND 20 OF TABLE "A" THEREOF. THE FIELD WORK WAS COMPLETED ON MAY 11, 2021.

JAKE W. LAPPERT
PLS 9303
EMAIL: jlappert@drc-eng.com



DATE: 03/25/2022

THE LEASE AREA IS 30,000 SF/0.689 ACRES

ALTA/NSPS LAND TITLE SURVEY



160 S. Old Springs Road, Ste. 210
Anheim Hills, California 92808

(714) 685-6860

DRC PROJECT NO.: 22-318

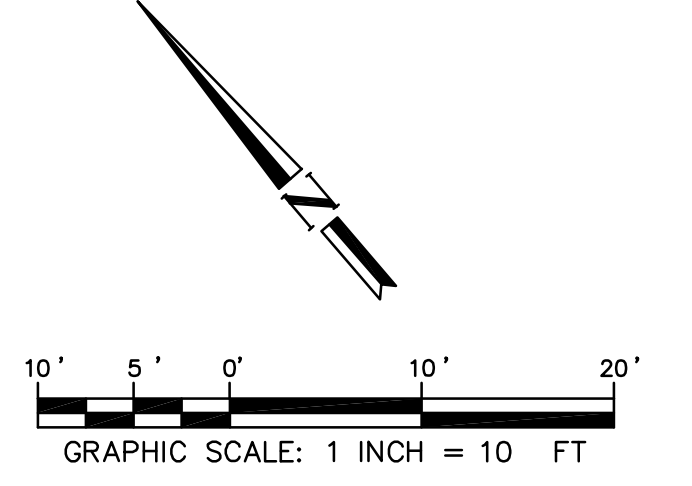
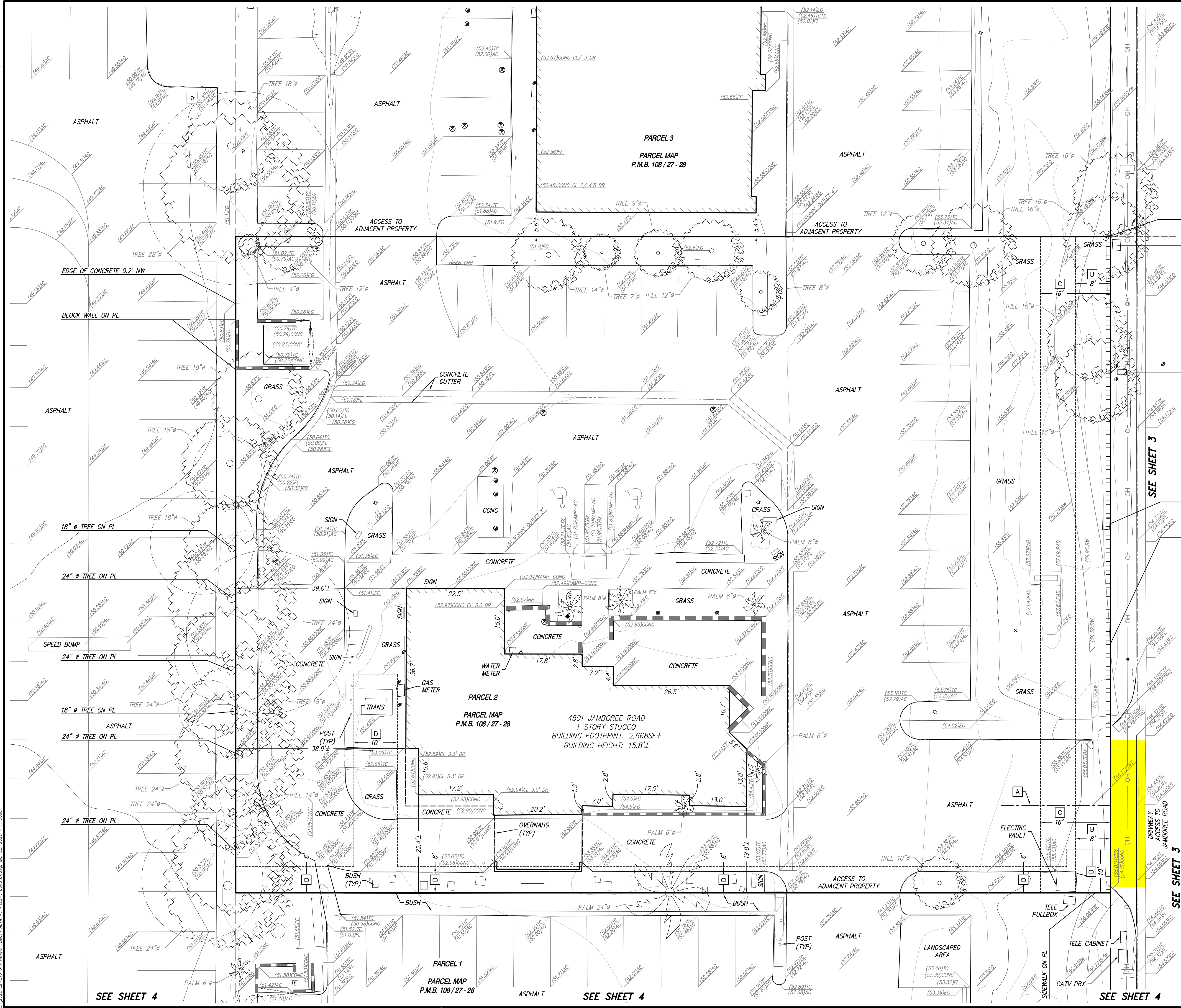
PREPARED FOR: STARBUCKS CORPORATION



LOCATED AT: 4501 JAMBOREE ROAD
NEWPORT BEACH, CALIFORNIA

STARBUCKS PROJECT NO.: RE-

Table with 3 columns: SCALE (1" = 20'), DRAWN BY (JWL), SHEET NUMBER (1 OF 4 SHEETS); DATE (03/25/2022), CHECKED BY (JWL).



NOTE
SEE SHEET 4 FOR ABBREVIATIONS AND SYMBOL LEGEND

LINE LEGEND

	PROPERTY LINE
	CENTER LINE
	RIGHT-OF-WAY LINE
	UNDERLYING LOT LINE
	EASEMENT
	OVERHEAD LINES
	BLOCK WALL
	BUILDING FOOTPRINT
	DRIVEWAY

NO.	REVISION:

SEE SHEET 3

SEE SHEET 3

SEE SHEET 3

SEE SHEET 4

SEE SHEET 4

SEE SHEET 4

THE LEASE AREA IS 30,000 SF/0.689 ACRES

ALTA/NSPS LAND TITLE SURVEY



160 S. Old Springs Road, Ste. 210
Anheim Hills, California 92808 (714) 685-6860
DRC PROJECT NO.: 22-318

PREPARED FOR: **STARBUCKS CORPORATION**

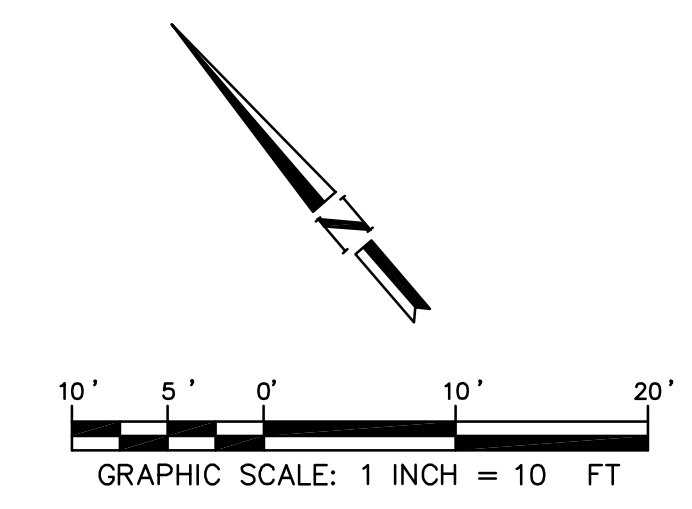


LOCATED AT: **4501 JAMBOREE ROAD
NEWPORT BEACH, CALIFORNIA**

STARBUCKS PROJECT NO.: **RE-**

SCALE: 1" = 10'	DRAWN BY: JWL	SHEET NUMBER: 2
DATE: 03/25/2022	CHECKED BY: JWL	OF 4 SHEETS

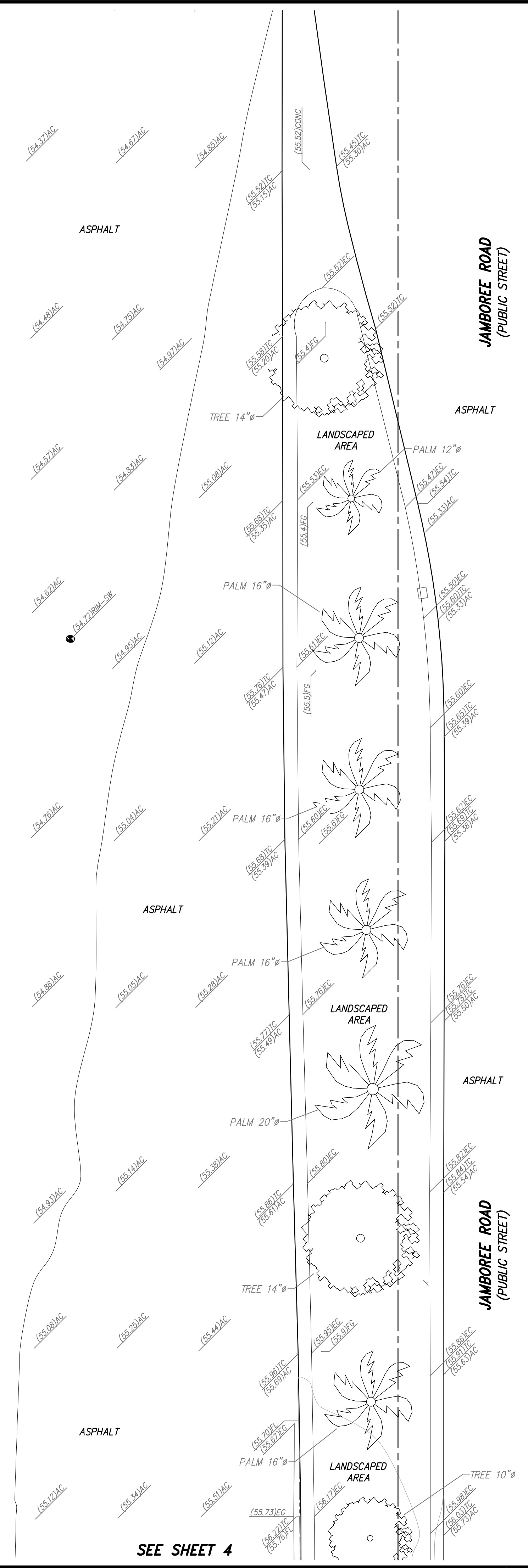
1:2022/02-28 674 Newport Beach ALTA/NSPS Land Title Survey - Mar 25, 2022 - 11:30am



SEE SHEET 2

SEE SHEET 2

SEE SHEET 2



SEE SHEET 4

NOTE
SEE SHEET 4 FOR ABBREVIATIONS AND SYMBOL LEGEND

NO.	REVISION

THE LEASE AREA IS 30,000 SF/0.689 ACRES

ALTA/NSPS LAND TITLE SURVEY



160 S. Old Springs Road, Ste. 210
Anaheim Hills, California 92808 (714) 685-6860
DRC PROJECT NO.: 22-318

PREPARED FOR: STARBUCKS CORPORATION

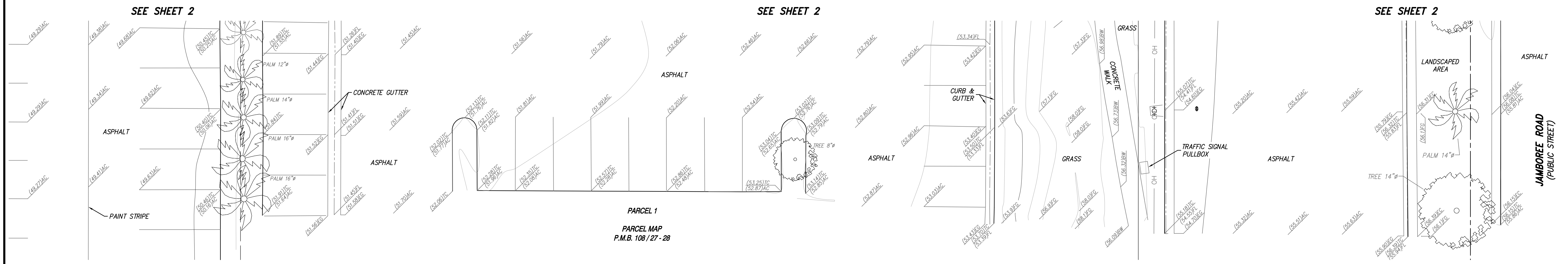
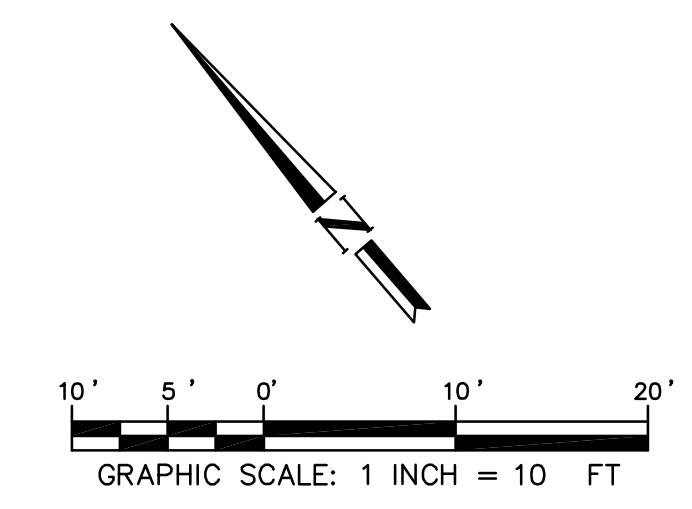


LOCATED AT: 4501 JAMBOREE ROAD
NEWPORT BEACH, CALIFORNIA

STARBUCKS PROJECT NO.: RE-

SCALE: 1" = 10'	DRAWN BY: JWL	SHEET NUMBER: 3
DATE: 03/25/2022	CHECKED BY: JWL	OF 4 SHEETS

C:\2022\22-318 03A Newport Beach ALTA\22-318\03A.dwg, Mar 25, 2022 - 11:30am



PARCEL 1
PARCEL MAP
P.M.B. 108 / 27 - 28

NO.	REVISION:

ABBREVIATIONS

ASPH	ASPHALT	L/S	LANDSCAPING VEGETATION
BW	BACK OF WALK	MH	MANHOLE
CATV	CABLE TELEVISION	NG	NATURAL GROUND
CL	CENTERLINE	PL	PROPERTY LINE
CONC	CONCRETE	SD	STORM DRAIN
EC	EDGE OF CONCRETE	SF	SQUARE FEET
EG	EDGE OF GUTTER	S/W	SIDEWALK
EP	EDGE OF PAVEMENT	TC	TOP OF CURB
FF	FINISHED FLOOR	TE	TRASH ENCLOSURE
FG	FINISHED GRADE	TEL	TELEPHONE
FL	FLOWLINE	TXBX	TOP OF CURB - BOTTOM OF "X"
HR	HANDICAP RAMP	TCTX	TOP OF CURB - TOP OF "X"
INV	INVERT	TYP	TYPICAL

SYMBOL LEGEND

	BUSH		MANHOLES
	FIRE HYDRANT		CABLE TELEVISION
	GATE		ELECTRIC
	GUY ANCHOR		GREASE INTERCEPTOR
	GUY ANCHOR POLE		SEWER
	HOSE BIB		SEWER CLEANOUT
	LANDSCAPE LIGHT		STORM DRAIN
	LIGHT POLE		STORM DRAIN CLEANOUT
	PALM TREE		TELEPHONE
	PEDESTRIAN CROSSING SIGNAL		UNKNOWN UTILITY
	POWER POLE		VALVES
	SIGN		BACKFLOW PREVENTER
	STREET LIGHT		BLOW-OFF/AIR VAC VENT
	TREE		FIRE DEPARTMENT CONNECTOR
	TRAFFIC SIGNAL WITH ARM		GAS
	TRAFFIC SIGNAL ON POLE		IRRIGATION CONTROL VALVE
	UTILITY PAINT MARK		POST INDICATOR VALVE
	OBSERVATION MONITORING WELL		SEWER
	METERS		UNKNOWN UTILITY
	ELECTRIC		WATER
	GAS		
	WATER		

THE LEASE AREA IS 30,000 SF/0.689 ACRES

ALTA/NSPS LAND TITLE SURVEY



160 S. Old Springs Road, Ste. 210
Anaheim Hills, California 92808 (714) 685-6860
DRC PROJECT NO.: 22-318

PREPARED FOR: STARBUCKS CORPORATION

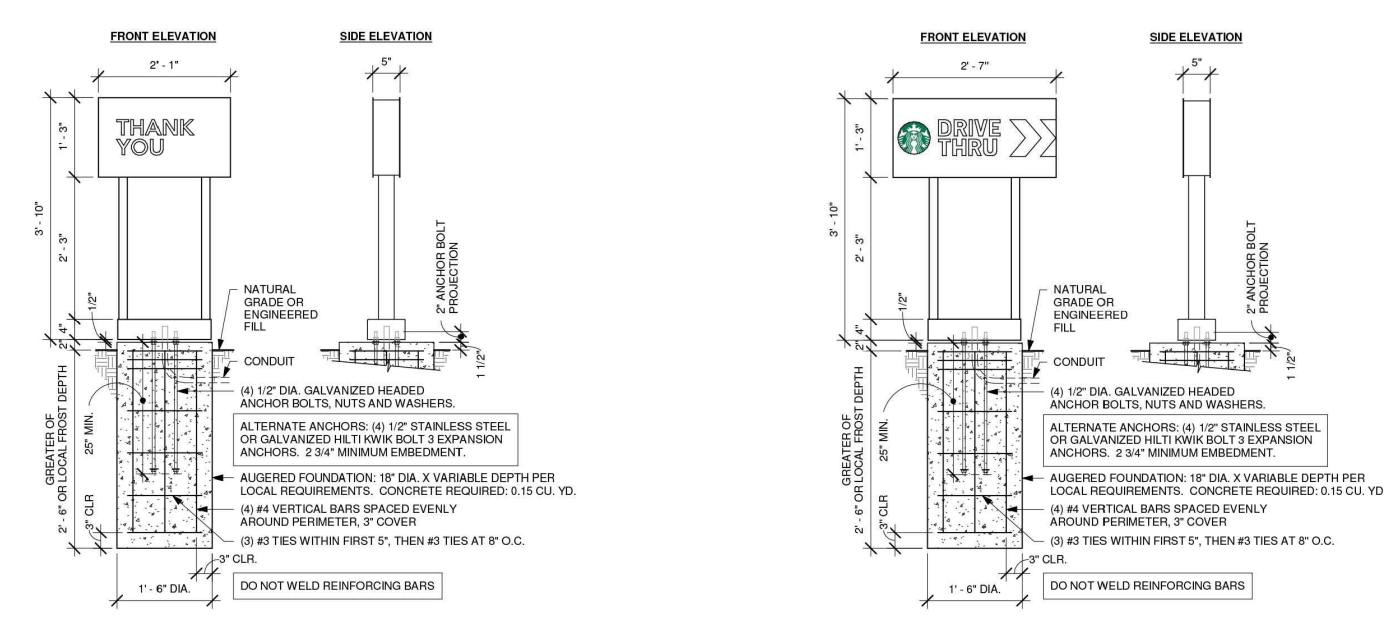
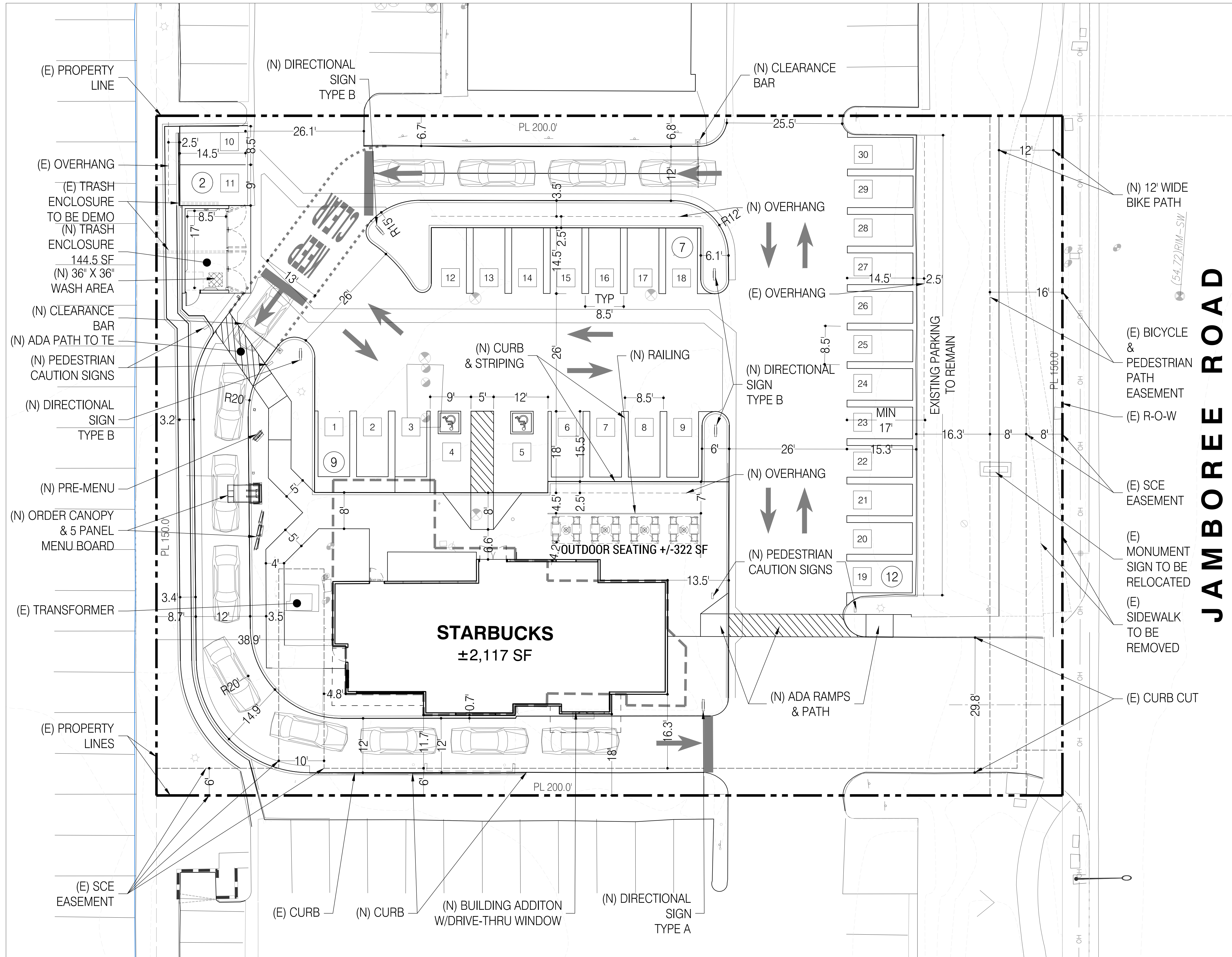


LOCATED AT: 4501 JAMBOREE ROAD
NEWPORT BEACH, CALIFORNIA

STARBUCKS PROJECT NO.: RE-

SCALE: 1" = 10'	DRAWN BY: JWL	SHEET NUMBER: 4
DATE: 03/25/2022	CHECKED BY: JWL	OF 4 SHEETS

C:\2022\22-318 67A Newport Beach ALTA\22-31868a101.dwg, Mar 25, 2022 - 11:20am



SIGN TYPE A (NTS) SIGN TYPE B (NTS)

PROJECT INFORMATION

ZONING CLASSIFICATION
 JURISDICTION CITY OF NEWPORT BEACH, CA
 EXISTING ZONE PC15 - PLANNED COMMUNITY 15
 KOLL CENTER NEWPORT

SITE AREA
 NET SITE AREA: ±0.689 AC (±30,000 SF)
 SITE COVERAGE: ±7.05% (±3,073 SF/AC)

HOURS OF OPERATIONS
 4:30 AM - 12:00 AM 7 DAYS A WEEK

BUILDING INFORMATION
 EXISTING
 EXISTING FAST FOOD +/2,668 SF / +/-47 SEATS
 EXISTING OUTDOOR SEATING/PATIO +/515 SF / +/-36 SEATS

PROPOSED
 STARBUCKS ±2,117 SF
 INDOOR SEATING ±25 SEATS
 OUTDOOR PATIO +/322 SF
 OUTDOOR SEATING +/16 SEATS

PARKING SUMMARY

EXISTING PARKING		SPACES PROVIDED	
USER			
EXISTING BUILDING	STANDARD	28	
	ACCESSIBLE	2	
TOTAL		30	
VEHICLES ACCOMMODATED BY THE DRIVE-THRU LANE			8

PROPOSED PARKING

USER	RATIO REQUIRED	SPACES REQUIRED	SPACES PROVIDED
STARBUCKS	*	*	
incl OUTDOOR SEATING			
STANDARD			28
ACCESSIBLE			2
TOTAL			30
VEHICLES ACCOMMODATED BY THE DRIVE-THRU LANE			13

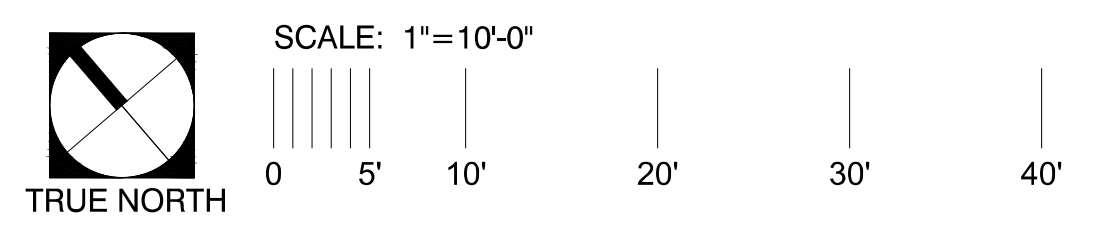
* PROPOSED LAYOUT MAINTAINS SAME NUMBER OF PARKING OF STALLS AS EXISTING CONDITIONS.

- PROJECT NOTES**
- THIS CONCEPTUAL SITE PLAN IS FOR PLANNING SUBMITTAL PURPOSES ONLY.
 - THIS SITE PLAN IS BASED ON A CAD AND PDF FILE OF AN ALTA SURVEY PREPARED BY DRC ENGINEERING, INC AND DATED 03/25/2022, AND AN AERIAL.
 - ALL SIGNS SHALL COMPLY WITH CHAPTER 20.42 OF THE ZONING CODE OR AN APPROVED SIGN PROGRAM. ALL SIGNS REQUIRE SEPARATE REVIEW AND PERMITS.
 - ANY LANDSCAPE WITHIN SIGHT TRIANGLES SHALL BE MAINTAINED BELOW 24".

DRAWING ISSUE/REVISION RECORD

DATE	NARRATIVE	INITIALS
12.13.2022	PREP SP-8 FOR SUBMITTAL	II

GREENBERG FARROW CONTACTS
 PROJECT MANAGER I.BRAHIMBEGOVIC
 SITE DEV. COORDINATOR D.COUPER





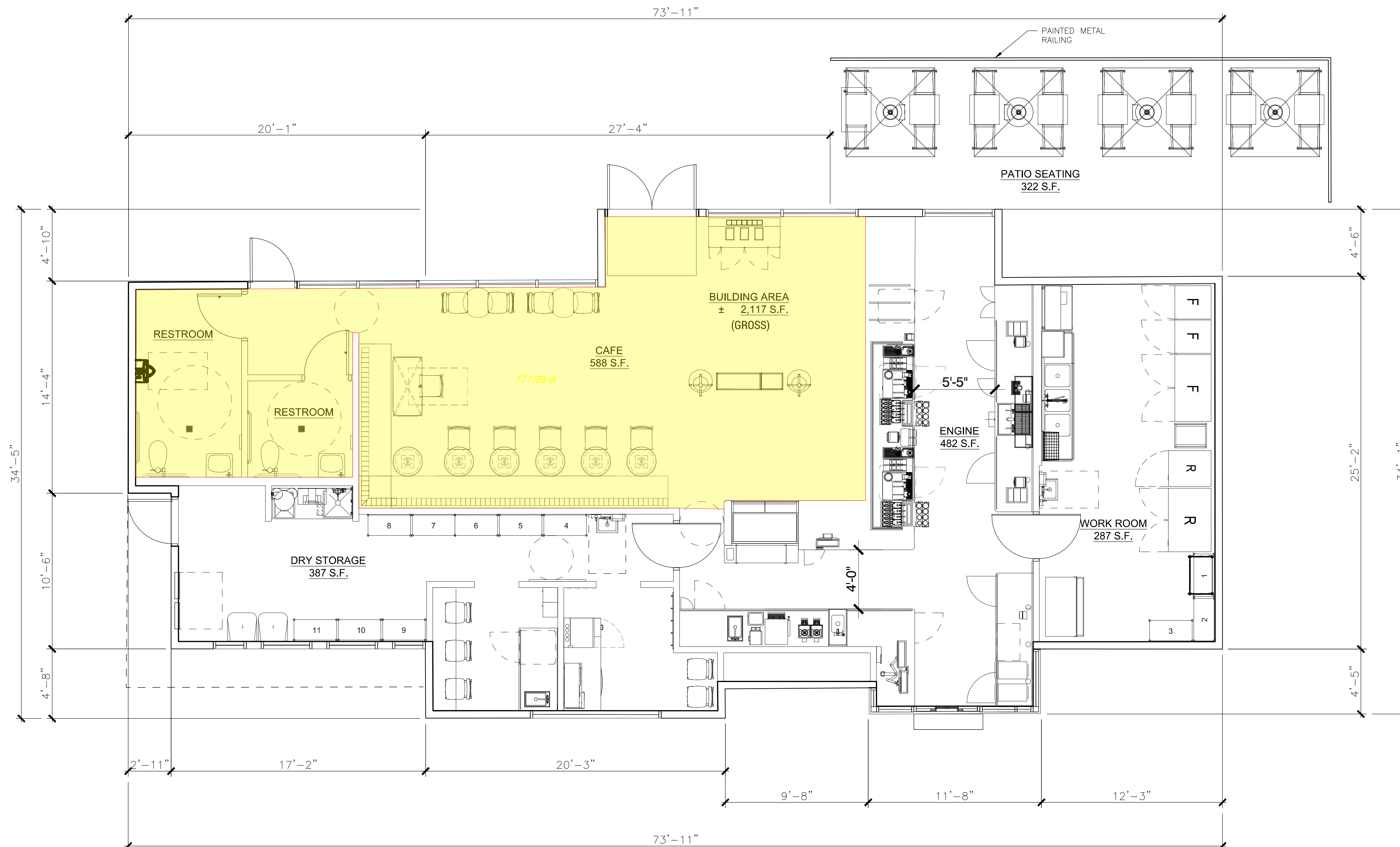
DEMOLITION LEGEND

- EXISTING BUILDING WALL TO BE DEMOLISHED ———
- EXISTING LOW WALL TO BE DEMOLISHED ———
- EXISTING DOOR TO BE DEMOLISHED - - - - -
- NET PUBLIC AREA +/-928 SF, +/-35% OF GROSS

1 EXISTING FLOOR PLAN
SCALE: 1/4" = 1'-0"

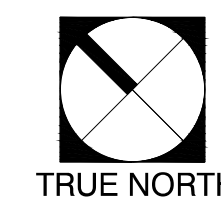
BASED ON AS-BUILT SURVEY DATED 8/23/2022

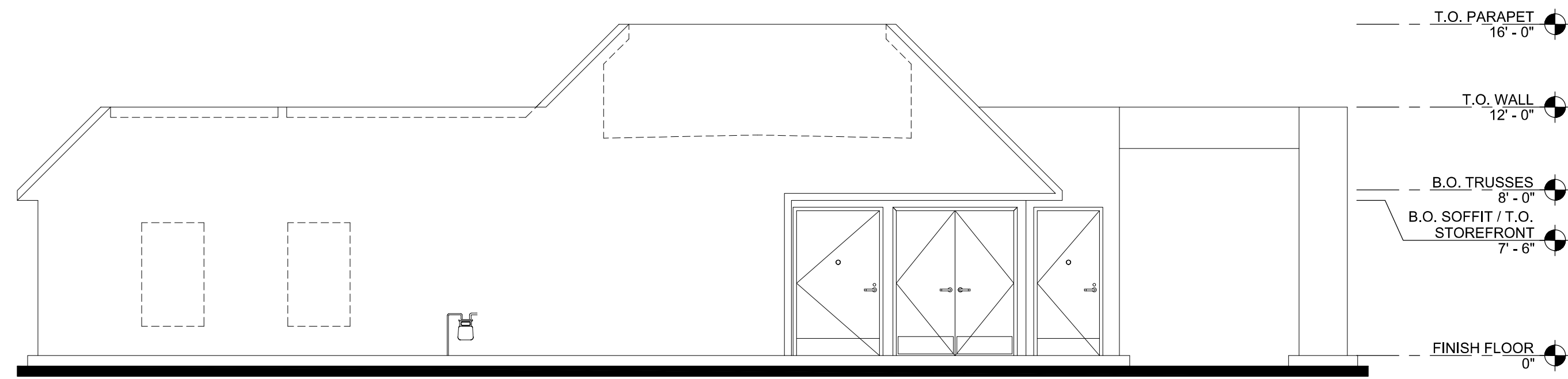




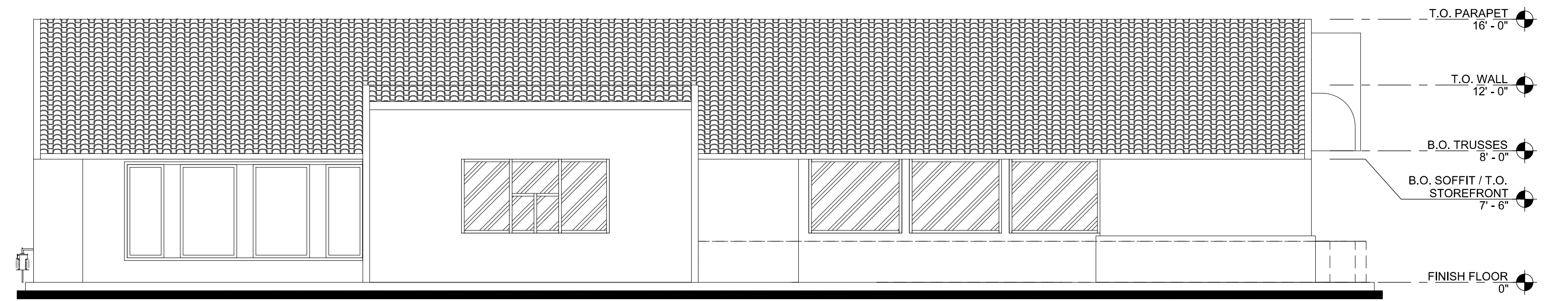
NET PUBLIC AREA +/-777 SF, +/-37% OF GROSS

1 PROPOSED FLOOR PLAN
SCALE: 1/4" = 1'-0"

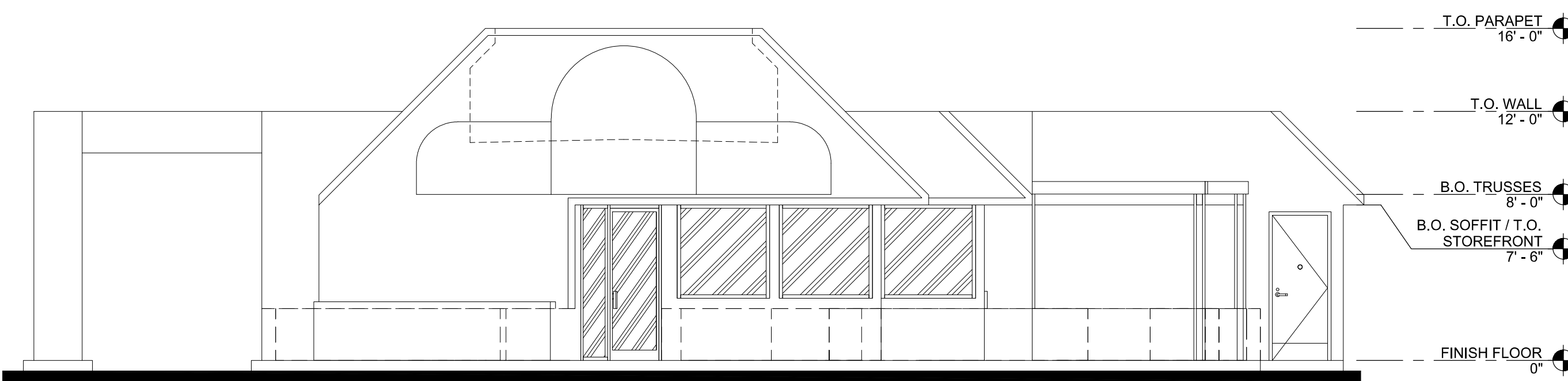




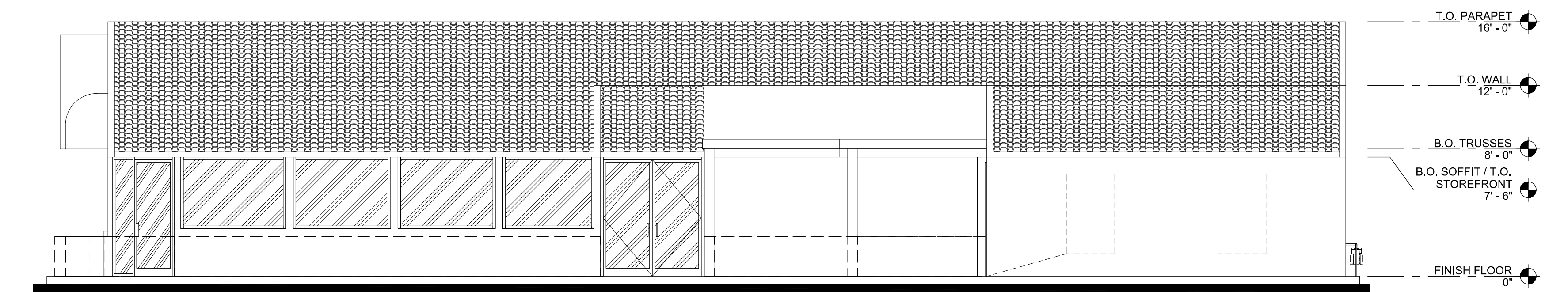
① NORTH-WEST ELEVATION
SCALE: 3/16" = 1'-0"



② SOUTH-WEST ELEVATION
SCALE: 3/16" = 1'-0"

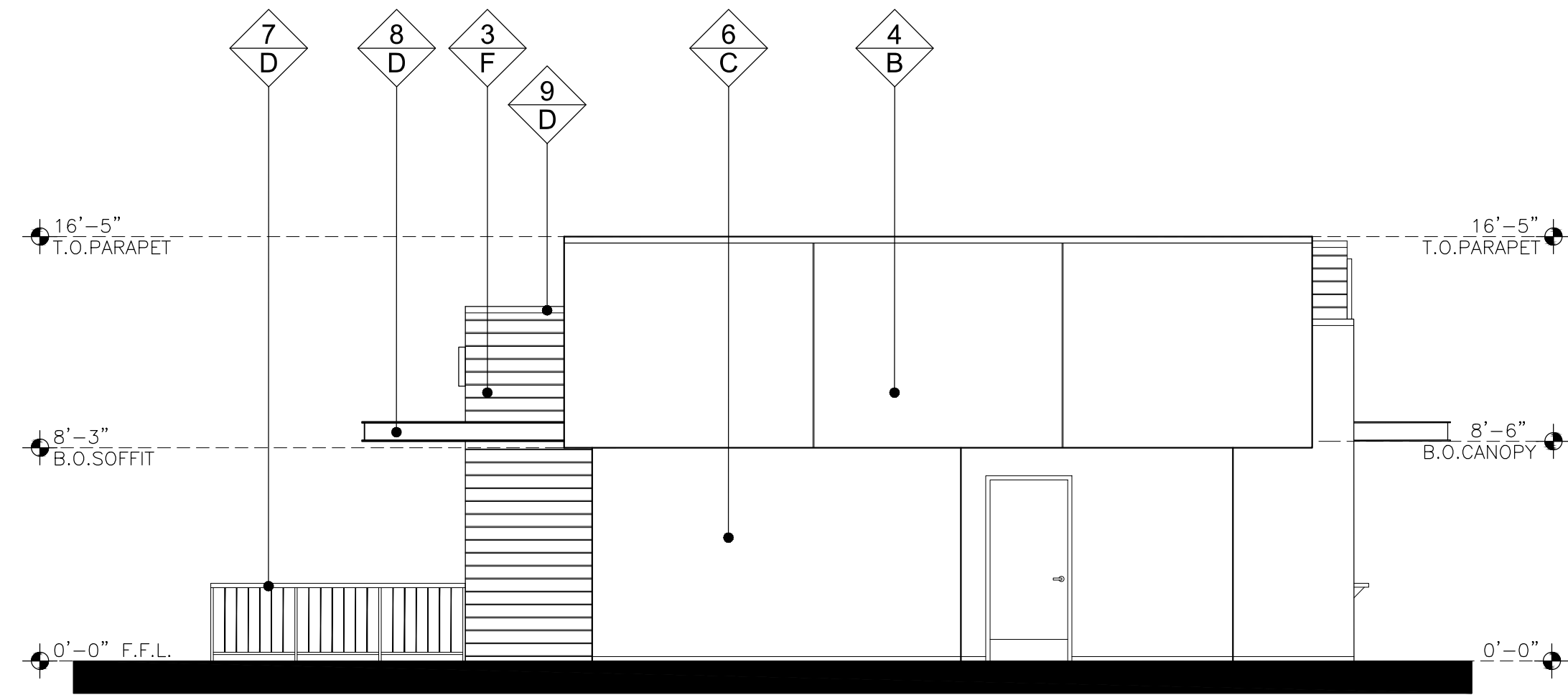


③ SOUTH-EAST ELEVATION
SCALE: 3/16" = 1'-0"

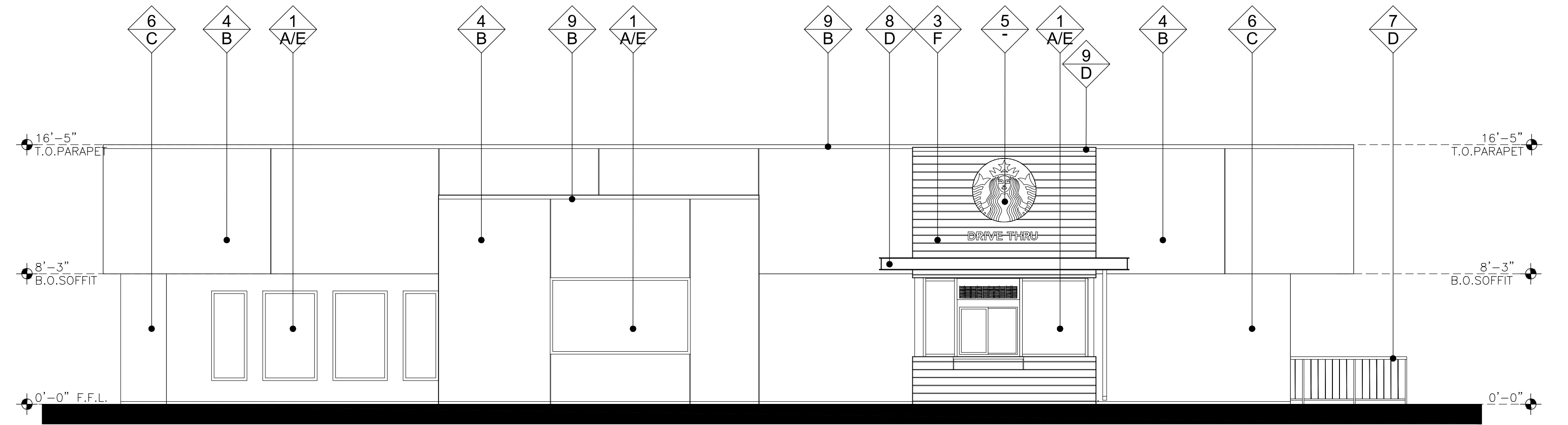


④ NORTH-EAST ELEVATION
SCALE: 3/16" = 1'-0"

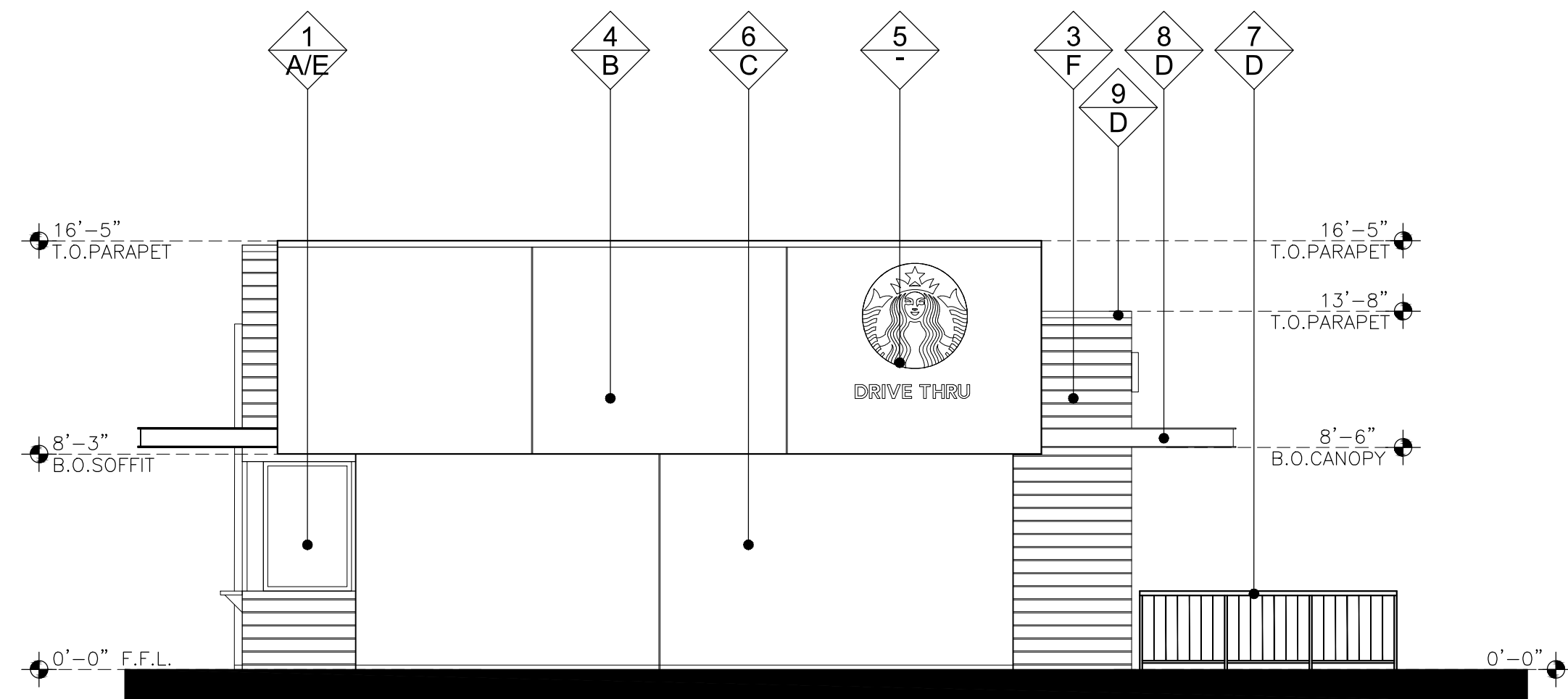




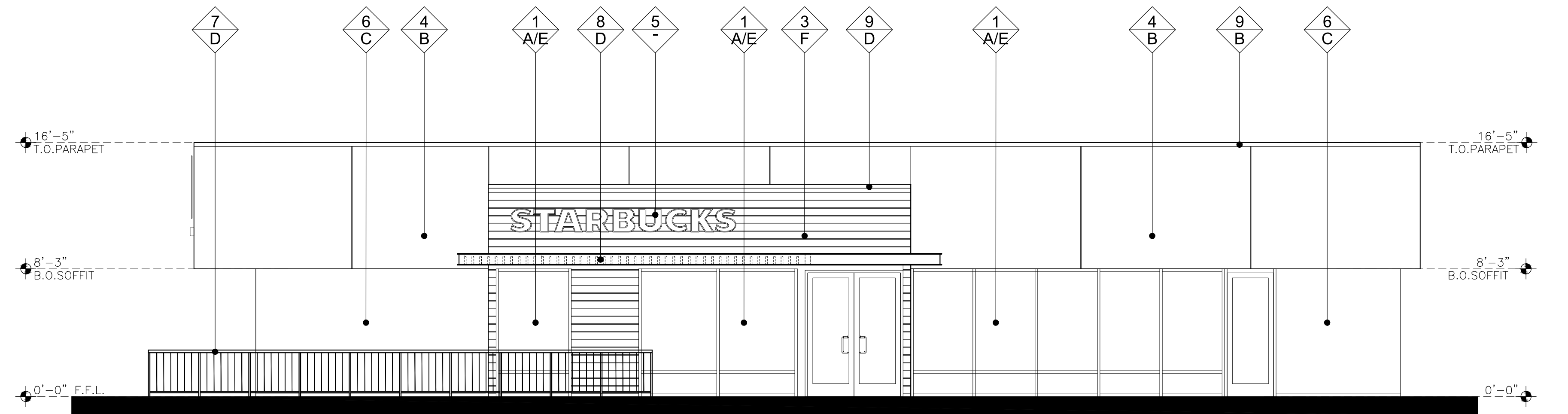
① NORTH WEST ELEVATION
SCALE: 3/16" = 1'-0"



② SOUTH WEST ELEVATION
SCALE: 3/16" = 1'-0"



③ SOUTH EAST ELEVATION
SCALE: 3/16" = 1'-0"



④ NORTH EAST ELEVATION
SCALE: 3/16" = 1'-0"

FINISH SCHEDULE	
FINISH MATERIAL	FINISH COLOR
1 ALUMINUM STOREFRONT DOORS / WINDOWS SYSTEM	A PRE-FINISHED - ANODIZED DARK BRONZE
2 HOLLOW METAL DOOR AND FRAME	B TO MATCH SW 6260 UNIQUE GRAY
3 WOOD SHIPLAP HORIZONTAL SIDING	C TO MATCH SW 7076 CYBERSPACE
4 CONCRETE LOOK STUCCO FINISH SYSTEM WITH INTEGRAL COLOR	D TO MATCH SW 6992 INKWELL
5 SIGNAGE (UNDER SEPARATE PERMIT)	E DOUBLE PANE CLEAR GLASS
6 STUCCO SYSTEM SMOOTH FINISH PAINTED	F RUSTIC
7 METAL RAILING - PAINTED	
8 METAL CANOPY - PAINTED	
9 METAL COPING - PRE FINISHED TO MATCH	

Note:
Colors shown on these elevations are for illustration purposes only. For actual colors, refer to manufacturer's samples.





① NORTH WEST ELEVATION
SCALE: 3/16" = 1'-0"



② SOUTH WEST ELEVATION
SCALE: 3/16" = 1'-0"



③ SOUTH EAST ELEVATION
SCALE: 3/16" = 1'-0"

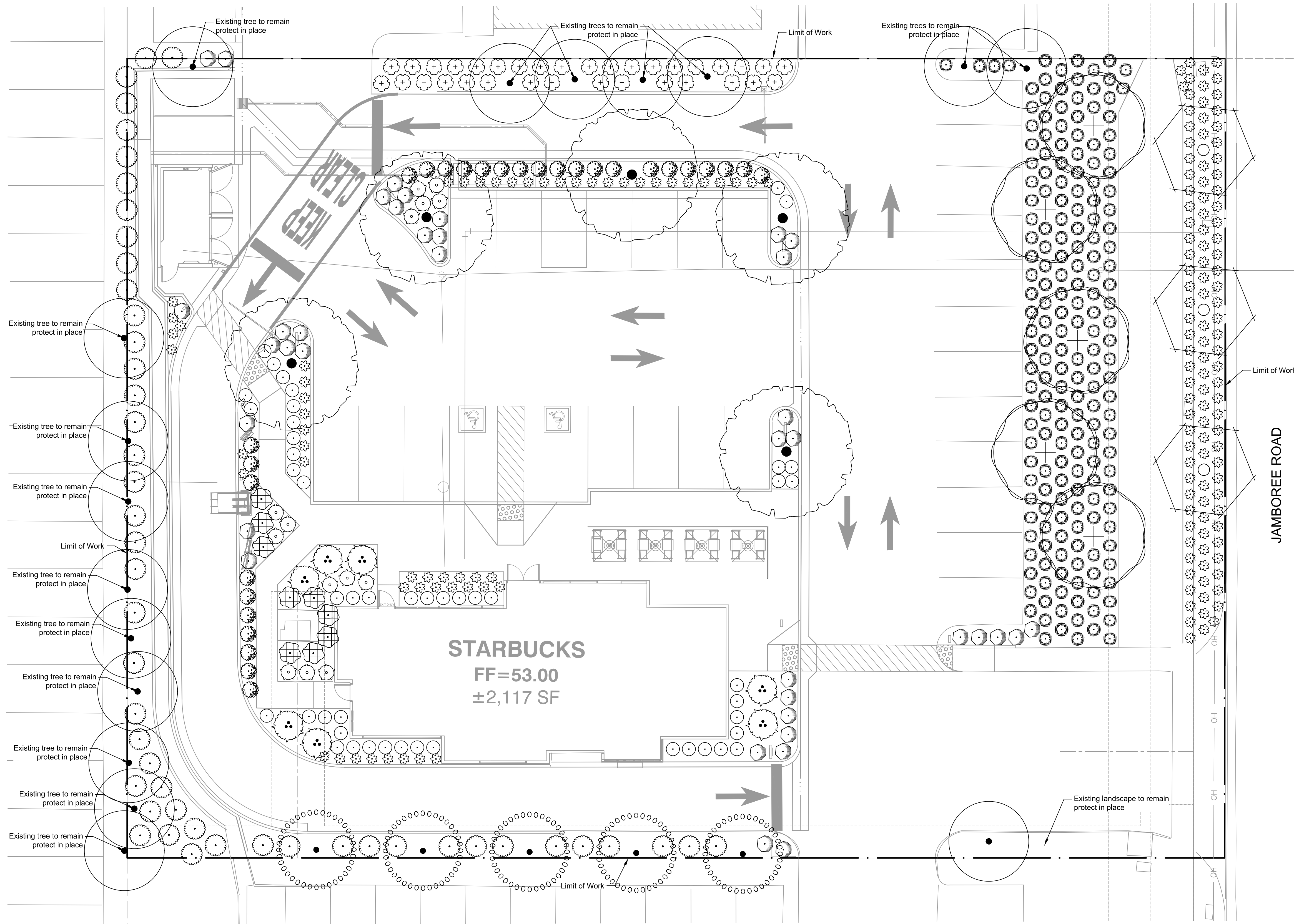


④ NORTH EAST ELEVATION
SCALE: 3/16" = 1'-0"

FINISH SCHEDULE	
FINISH MATERIAL	FINISH COLOR
1 ALUMINUM STOREFRONT DOORS / WINDOWS SYSTEM	A PRE-FINISHED - ANODIZED DARK BRONZE
2 HOLLOW METAL DOOR AND FRAME	B TO MATCH SW 6260 UNIQUE GRAY
3 WOOD SHIPLAP HORIZONTAL SIDING	C TO MATCH SW 7076 CYBERSPACE
4 CONCRETE LOOK STUCCO FINISH SYSTEM WITH INTEGRAL COLOR	D TO MATCH SW 6992 INKWELL
5 SIGNAGE (UNDER SEPARATE PERMIT)	E DOUBLE PANE CLEAR GLASS
6 STUCCO SYSTEM SMOOTH FINISH PAINTED	F RUSTIC
7 METAL RAILING - PAINTED	
8 METAL CANOPY - PAINTED	
9 METAL COPING - PRE FINISHED TO MATCH	

Note:
Colors shown on these elevations are for illustration purposes only. For actual colors, refer to manufacturer's samples.





Plant Legend

TREES	BOTANICAL NAME	COMMON NAME	SIZE	TYPE	WUCOLS	QTY
	<i>Acer buergerianum</i>	Trident Maple	24"box	Deciduous	Medium	5
	Existing Tree	Protect in Place	Existing			17
	<i>Lagerstroemia indica x fauriei 'Muskogee'</i>	Muskogee Crape Myrtle	24"box	Deciduous	Medium	5
	<i>Lagerstroemia indica x fauriei 'Natchez'</i>	Natchez Crape Myrtle	24"box	Deciduous	Medium	3
	<i>Pistacia chinensis 'Keith Davey'</i>	Keith Davey Chinese Pistache	24"box	Deciduous	Parking Lot	5
SHRUBS	BOTANICAL NAME	COMMON NAME	SIZE	TYPE	WUCOLS	QTY
	<i>Cistus x pulverulentus 'Sunset'</i>	Sunset Rockrose	5 gal	Evergreen	Low	7
	<i>Dianella revoluta 'DR5000'</i>	Little Rev™ Flax Lily	1 gal	Evergreen	Low	164
	<i>Muhlenbergia rigens</i>	Deer Grass	1 gal	Evergreen	Low	188
	<i>Myrtus communis 'Compacta'</i>	Dwarf Common Myrtle	5 gal	Evergreen	Low	48
	<i>Nepeta x 'Walker's Low'</i>	Walker's Low Catmint	5 gal	Evergreen	Low	38
	<i>Olea europaea 'Montra'</i>	Little Ollie® Olive	5 gal	Evergreen	Low	49
	<i>Raphiolepis indica 'Clara'</i>	Clara Indian Hawthorn	5 gal	Evergreen	Low	34
	<i>Salvia leucantha 'Santa Barbara'</i>	Santa Barbara Mexican Bush Sage	5 gal	Evergreen	Low	14
	<i>Westringia fruticosa 'WES03'</i>	Blue Gem Coast Rosemary	5 gal	Evergreen	Low	29
	<i>Xylosma congestum 'Compacta'</i>	Compact Xylosma	5 gal	Evergreen	Low	9

All landscape areas to receive a minimum 4" thick layer of 1/2" - 1-1/2" organic composted mulch.

Koll Center PC - Part V - GENERAL LANDSCAPE STANDARDS

Front Yard Setback Area

All unpaved areas are landscaped, trees are a minimum 24" box size.

Side Yard and Rear Yard

All unpaved areas are landscaped with ground cover, shrubs, and trees. Parking areas are screened utilizing shrubs and trees. Boundary areas are planted with trees that equal one (1) tree per twenty-five (25) lineal feet of each property line.

Parking Areas

Trees, equal in number to one (1) per each five (5) parking stalls, are provided in the parking area and are 24" box size.

Sloped Banks

All slope banks greater than 5 to 1, or six (6) feet in vertical height and adjacent to public right-of-way are stabilized, planted and irrigated with full coverage.

Loading Areas

Not applicable

Storage Areas

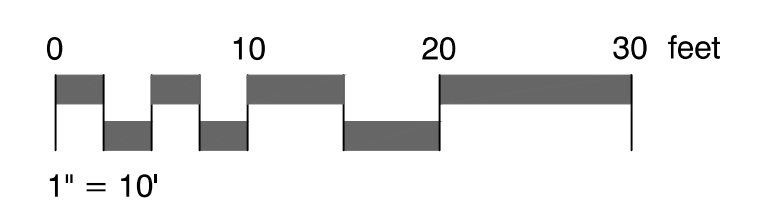
Not applicable

Refuse Collection Areas

Screened by CMU wall and doors.

Telephone and Electrical Services

Transformer is screened from view from streets and adjacent properties.

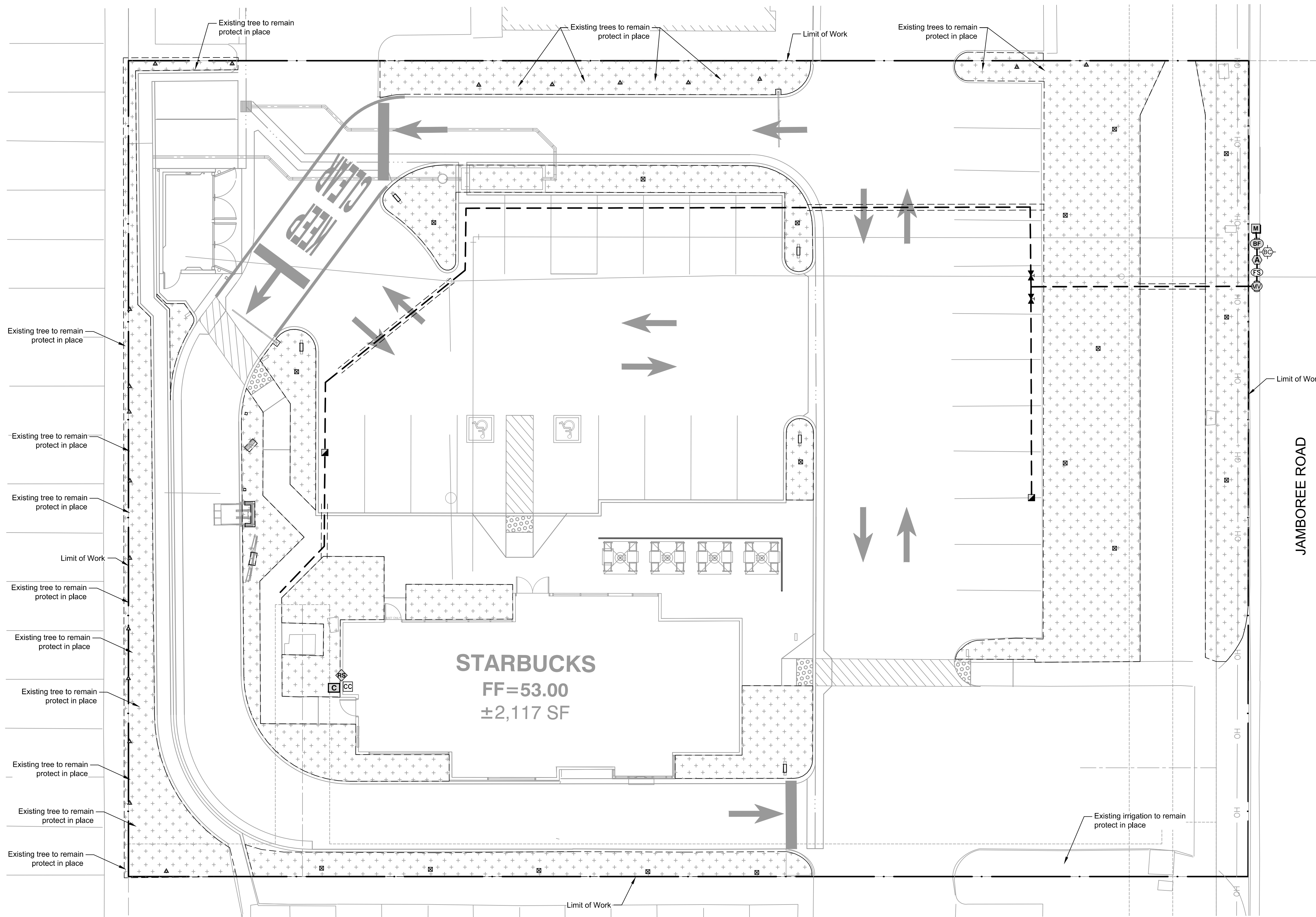


LANDSCAPE CONCEPT PLAN
STARBUCKS COFFEE COMPANY
 NEWPORT BEACH, CA

WOOD ARCHITECTURE

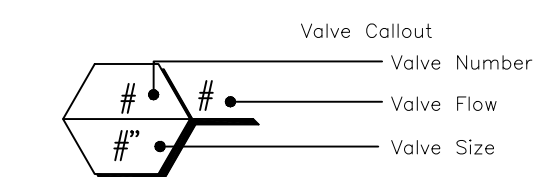
Project: 22075_WA
 Date: 12.14.2022
 Scale: 1" = 10'

www.iwoodarchitecture.com



Irrigation Legend

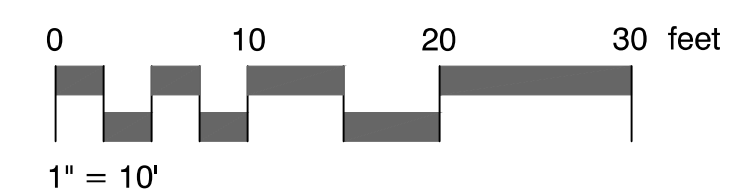
SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	PSI
25 58 16 28	Hunter PCB Flood Bubbler, 1/2in. FIPT.	15
0.25 0.50	Hunter RZWS-10-CV 10in. long RZWS with installed .25 gpm or .50 gpm bubbler options, Check Valve, and 1/2in. swing joint for connection to 1/2in. pipe	15
DF	GPH Irrigation GDFN Rain Bird style female threads, Orange.	
[+]	Area to Receive Drip Emitters Salco Irrigation SLV-PSTM-CV Threaded pressure compensating drip emitter with 1/2in. FIPT inlet and Diffuser Cap Outlet in Mulch Camo Color. TruCheck Valve Technology. Brown = 0.5 GPH; Black = 1.0 GPH; Green = 2.0 GPH; Red = 4.0 GPH. Emitter Notes: 2.0 GPH emitters (1 assigned to each 1 gal plant) 2.0 GPH emitters (1 assigned to each 5 gal plant)	
[●]	Hunter ICV-G 1" 1", 1-1/2", 2", and 3" Plastic Electric Remote Control Valves, Globe Configuration, with NPT Threaded Inlet/Outlet, for Commercial/Municipal Use. Install each remote control irrigation valve with a Rainbird PRB-QKCHK-100: 1" Basket Filter with built-in Pressure Regulator (40 psi) and 200 mesh (75 micron) stainless steel screen. See irrigation detail.	
[■]	Hunter HQ-5LRC 1" Quick coupler valve, yellow locking rubber cover, red brass and stainless steel, with 1" NPT inlet, 1-piece body. Install a minimum of 18" off of the mainline. See irrigation detail.	
[X]	LASCO Fittings TUBV 101 N Series 1", 1-1/2", 2", and 3" Plastic Full Block True Union Ball Valve. Shut Off/Isolation Valve to Eliminate Water Hammer. Install same size as mainline. See irrigation detail.	
[MV]	Hunter IBV 1" 1", 1-1/2", 2", and 3" Brass Electric Master Valve, Globe Configuration, with NPT Threaded Inlet/Outlet, for Commercial/Municipal Use. See irrigation detail.	
[A]	Watts Water Hammer Arrestor Watts 1" lead free water hammer arrestor model # LF15M2-F Install per manufacturer's specifications and recommendations. See irrigation detail.	
[BF]	Zurn 375 XLB 1" Reduced Pressure Principle Assembly, Sizes 1/2", 3/4", 1", 1-1/4", 1-1/2", 2" . Install per manufacturer's specifications and recommendations. See irrigation detail.	
[C]	Hunter A2C-75D-M Decoder controller in an outdoor gray metal wall mount enclosure.	
[ID]	Hunter ICD-100 Single Station Decoder w/Surge Suppression and Ground Wire	
[SD]	Hunter ICD-SEN 2-input sensor decoder with surge suppression and ground wire.	
[RS]	Hunter RAIN-CLIK Rain Sensor, with conduit installation, mount as noted. Normally closed switch.	
[CC]	Hunter A2C-LTE Remote irrigation management, programming and communications platform. Designed for cloud based remote programming, status and settings changes, flow monitoring and ET water savings. Contractor shall provide 5 years of data service prior to the beginning of the maintenance period.	
[FS]	Flomec QS200-10 1" 1" insertion flowmeter, schedule 80 PVC housing, 0.22-33 gpm range, max. operating pressure 150psi. 2-wire connector w/ LED indicators for power and pulse. Storage temps -20 F to +160 F.	
[BC]	Strong Box SBBC-30SS Low profile, tube and wire construction smooth touch surface, stainless steel backflow enclosure. 31.5"L, 28"H, 17.75"W (80.01cm L, 71.12cm H, 45.085cm W). See irrigation detail.	
[M]	Water Meter 1-1/2"	
---	Irrigation Mainline: PVC Schedule 40 (Mainline) See irrigation detail.	
---	Pipe Sleeve: PVC Schedule 40 Standard pipe sleeve for irrigation pipe. Pipe sleeve shall be two times the diameter of pipe being sleeved. Irrigation mainline, lateral lines, and wire shall all be in separate sleeves.	



- Notes:
- All landscape plans and installations shall comply with the City of Newport Beach design guidelines, standards, codes and regulations.
 - All landscape areas shall receive permanent irrigation.
 - Irrigation system shall be point source with gallon per minute emitters for trees and gallon per hour emitters for shrubs.
 - Irrigation system shall have a flow sensor and master valve.
 - Irrigation controller shall be a smart controller operating off of weather data and/or soil moisture sensors.
 - Irrigation controller management software shall be cloud based with remote/online access.
 - All landscape installations shall be permanently maintained.
 - All landscape plans shall comply with the Model Water Efficient Landscape Ordinance (MWELO) or the local jurisdictions water ordinance, whichever is more stringent.
 - All plants shall be of quality as prescribed in the details and specifications of the landscape construction plans.
 - All utilities, perimeter walls and trash enclosures shall be screened with hedges, vines, or other approved treatments.

Preliminary MWELo Calculations
 Newport Beach Eto: 45.4
 Total Landscape Area: 7,010 SF
 Plant Factor: 0.03 Low water use plants
 6,838 square feet
 Irrigation Efficiency: 0.81 Drip Irrigation
 Plant Factor: 0.05 Medium water use plants
 875 square feet
 Irrigation Efficiency: 0.77 Bubbler
 Plant Factor: 0.09 High water use plants
 172 square feet

Estimated Annual Water use: **84,296 gallons**
 Maximum allowed water Allowance: 88,793 gallons



IRRIGATION CONCEPT PLAN

STARBUCKS COFFEE COMPANY

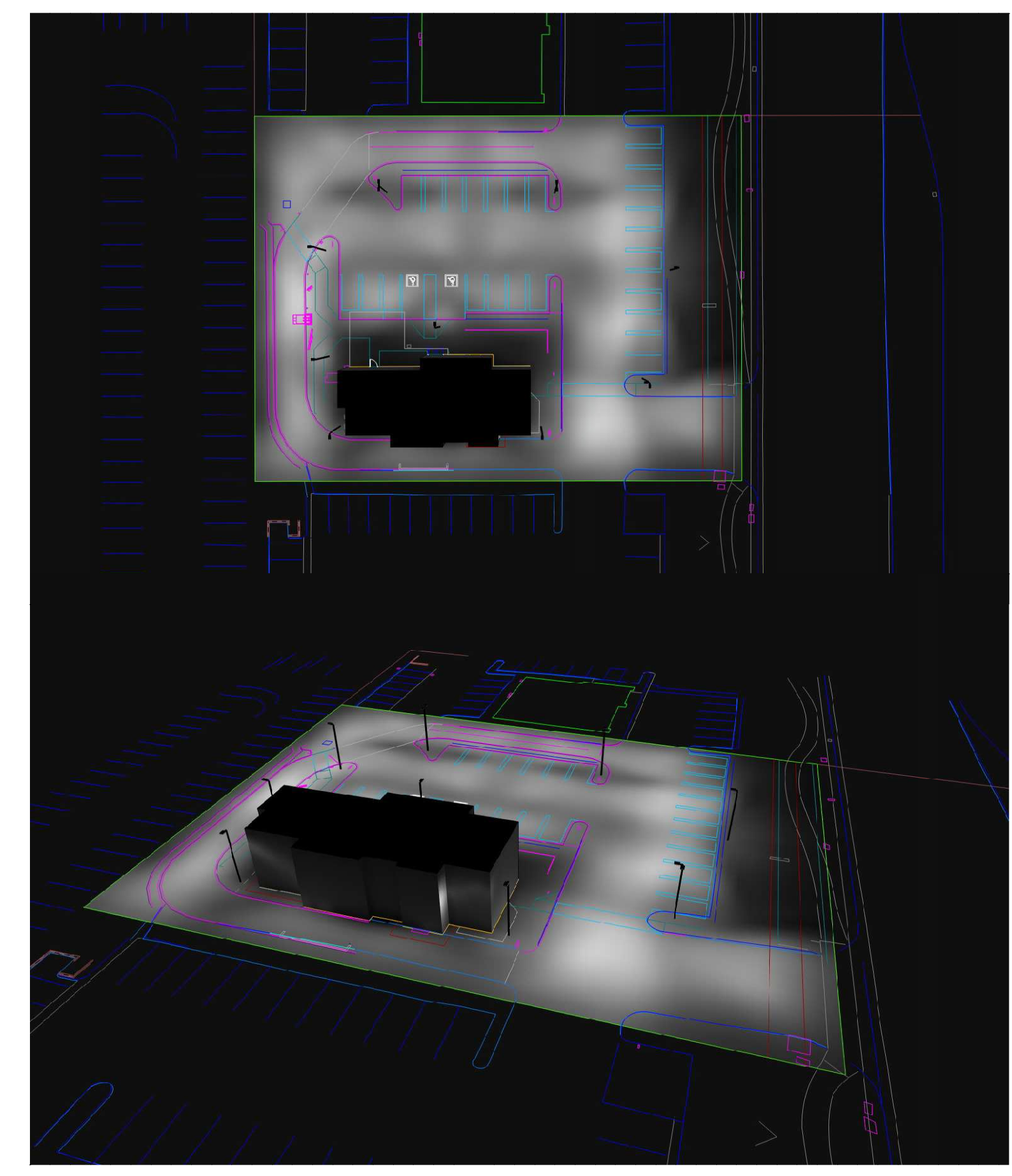
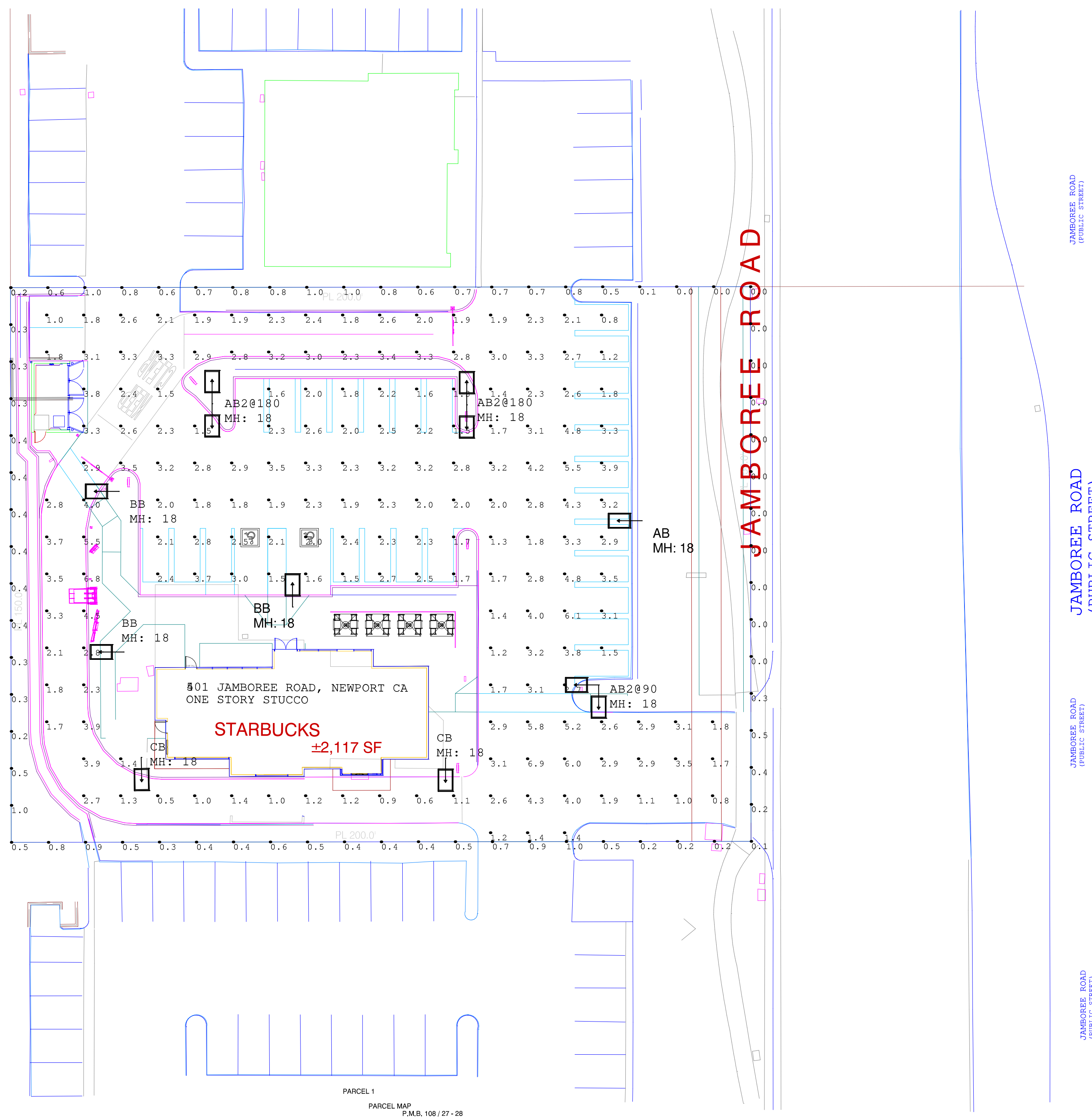
NEWPORT BEACH, CA

WOOD ARCHITECTURE

Project: 22075_WA
 Date: 12.14.2022
 Scale: 1" = 10'

www.iwoodarchitecture.com

NOTES:
 1. THE FOOTCANDLE LEVELS AS SHOWN ARE BASED ON THE FOLLOWING CRITERIA. ANY SUBSTITUTIONS IN SPECIFIED FIXTURES OR CHANGES TO LAYOUT WILL AFFECT LIGHTING LEVELS SHOWN AND WILL NOT BE THE RESPONSIBILITY OF SECURITY LIGHTING.
 2. DISTANCE BETWEEN READINGS _____ 10'



Pole Fixtures Are Full Cutoff
 Tilt=0
 Calculation Grids Are At Grade
 Pole Light Mounting Height=18ft
 (15' Pole + 3' Base)

Calculation Summary								
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min	
PAVED SURFACE READINGS	Illuminance	Fc	2.58	6.9	0.5	5.16	13.80	
PROPERTY LINE READINGS	Illuminance	Fc	0.42	1.0	0.0	N.A.	N.A.	

Luminaire Schedule										
Symbol	Qty	Label	Arrangement	LLF	Description	Lum. Watts	EPA	Mtg Height	Pole Type	BUG Rating
☐	1	AB	SINGLE	0.900	RAR-1-160L-70-5K7-4W-BC-SCP-40F	68.4	0.607	18	SES-15-40-1-TA-GL-xx (4")	B0-U0-G2
☐☐	2	AB2@180	BACK-BACK	0.900	RAR-1-160L-70-5K7-4W-BC-SCP-40F	68.4	1.214	18	SES-15-40-1-TA-GL-xx (4")	B0-U0-G2
⊗	1	AB2@90	2 @ 90 DEGREES	0.900	RAR-1-160L-70-5K7-4W-BC-SCP-40F	68.4	0.936	18	SES-15-40-1-TA-GL-xx (4")	B0-U0-G2
☐	3	BB	SINGLE	0.900	RAR-1-160L-70-5K7-2-BC-SCP-40F	68.4	0.607	18	SES-15-40-1-TA-GL-xx (4")	B0-U0-G2
☐	2	CB	SINGLE	0.900	RAR-1-80L-25-5K7-2-BC-SCP-40F	25.59	0.607	18	SES-15-40-1-TA-GL-xx (4")	B0-U0-G1

PROJECT WIND LOAD CRITERIA BASED ON:
 ASCE 7-10 WIND SPEEDS (3-SEC PEAK GUST MPH)
 50 YEAR MEAN RECURRENCE INTERVAL
 ALLOWED EPA 21.1 @ WIND LOAD 85 MPH

SECURITY LIGHTING™

2100 Gulf Road, Suite 450, Rolling Meadows, IL 60008
1-800-544-6888

UNLESS OTHERWISE SPECIFIED, ALL DIMENSIONS ARE IN INCHES

SCALE 1"=20' 0"

DRAWN BY: VH

POINT-BY-POINT FOOTCANDLE PLOT FOR
STARBUCKS
 4501 JAMBOREE RD
 NEWPORT BEACH, CA

DATE: 12/21/2022 DRAWING NUMBER: EX50422.AGI

THIS DRAWING MEETS OR EXCEEDS MINIMUMS CURRENT ILLUMINATION SPECIFICATIONS OF A 3-4 FOOTCANDLE AVERAGE, UNLESS SUPERSEDED BY OTHER REQUIREMENTS.

1. THIS LIGHTING DESIGN IS BASED ON INFORMATION SUPPLIED BY OTHERS TO SECURITY LIGHTING SYSTEMS. SITE DETAILS PROVIDED HEREON ARE REPRODUCED ONLY AS A VISUALIZATION AID. FIELD DEVIATIONS MAY SIGNIFICANTLY AFFECT PREDICTED PERFORMANCE. PRIOR TO INSTALLATION, CRITICAL SITE INFORMATION (POLE LOCATIONS, ORIENTATION, MOUNTING HEIGHT, ETC.) SHOULD BE COORDINATED WITH THE CONTRACTOR AND/OR SPECIFIER RESPONSIBLE FOR THE PROJECT.
 2. LUMINAIRE DATA IS TESTED TO INDUSTRY STANDARDS UNDER LABORATORY CONDITIONS. OPERATING VOLTAGE AND NORMAL MANUFACTURING TOLERANCES OF LAMP, BALLAST, AND LUMINAIRE MAY AFFECT FIELD RESULTS.
 3. CONFORMANCE TO FACILITY CODE AND OTHER LOCAL REQUIREMENTS IS THE RESPONSIBILITY OF THE OWNER AND/OR THE OWNER'S REPRESENTATIVE.
 4. THIS LAYOUT MAY NOT MEET TITLE 24 OR LOCAL ENERGY REQUIREMENTS. IF THIS LAYOUT NEEDS TO BE COMPLIANT WITH TITLE 24 OR OTHER ENERGY REQUIREMENTS, PLEASE CONSULT FACTORY WITH SPECIFIC DETAILS REGARDING PROJECT REQUIREMENTS SO THAT REVISIONS MAY BE MADE TO THE DRAWING.

