PLANNING COMMISSION AGENDA REPORT

VII. 2

MEETING DATE: JUNE 14, 2010 ITEM NUMBER:

SUBJECT: ZONING APPLICATIONS ZA-10-17 FOR MINOR CONDITIONAL USE PERMIT FOR A SONIC BURGER DRIVE THROUGH RESTAURANT AND ZA-10-28 FOR A PLANNED SIGNING PROGRAM AT 3095 HARBOR BLVD.

DATE: JUNE 3, 2010

FOR FURTHER INFORMATION CONTACT: MINOO ASHABI, AIA SENIOR PLANNER
(714) 754-5610 (mashabi@ci.costa-mesa.ca.us)

DESCRIPTION

The applicant is requesting approval of a Sonic Burger in place of an existing Long John Silvers located at 3095 Harbor Blvd. at the northwest corner of Harbor Blvd. and Nutmeg Place. The proposal includes the following requests:

- **Zoning Application ZA-10-17** for a Minor Conditional Use Permit to establish a new 24-hour drive-through restaurant. This application also includes a request for an administrative adjustment to deviate from the front setback requirement (20 feet required, 16 feet proposed);

- **Zoning Application ZA-10-28** for a Planned Signing Program, including a 30-foot tall illuminated tower sign and a new 25-foot tall illuminated, freestanding pole sign on the Harbor Blvd. frontage. **Note:** The pole and tower signage are not permitted by right; these are discretionary signs that must be authorized by a Planned Signing Program.

APPLICANT

The applicant is John DeFrenza on behalf of the owner of the property.

RECOMMENDATIONS

1. Approve ZA-10-17 for Minor Conditional Use Permit for a 24-hour drive-through restaurant by adoption of Planning Commission resolution, subject to conditions.

2. Approve ZA-10-28 for a Planned Signing Program (including a modification to the proposed height of the freestanding sign from 25 feet to 15 feet), by adoption of Planning Commission resolution, subject to conditions.

MINOO ASHABI, AIA
Senior Planner

KHANH NGUYEN
Asst. Development Services Director

PLANNING APPLICATION SUMMARY FOR BOTH PROPERTIES

Location: 3095 Harbor Blvd. Applications: ZA-10-17 AND ZA-10-28

Request: Development of a new Sonic Burger with drive-through lane and carhop service with a 25-foot tall pole sign and a thirty foot tall tower sign

SUBJECT PROPERTIES:

Zone: C1
General Plan: General Commercial
Lot Dimensions: 160' x 180'
Lot Area: 0.70 acres
Existing Development: Long John Silvers with drive-through service

SURROUNDING PROPERTIES:

North: Surrounding properties are
South: C1 Commercial
East: C1 Commercial
West: C1 Commercial

DEVELOPMENT STANDARD COMPARISON

Development Standard	Code Requirement	Proposed/Provided
Lot Size:		
Lot Width	120 FT	160 FT
Lot Area	12,000 SF	30,347 SF (0.70-acre)
Floor Area Ratio	0.20	0.05 (1)
Building Height:	2 stories/ 30 feet	30 feet (max.)
Setback		
Front	20 FT	16'-4 (2)
Side	15 on one side and 0 on the other side	15 on one side and 0 on the other side
Rear	0 FT	42 FT
Landscape		
Interior Landscaping	25 SF per stall – 25 x 28 = 700 SF	1,112 SF
Perimeter Landscaping	20 FT on Harbor 15 FT on Nutmeg	16'-4" on Harbor 15 Ft on Nutmeg
Parking Rate: 10 spaces per 1,000 SF:		
Building and outdoor dining	1,585/100 = 16 stalls Outdoor dining 1,120/100 = 12	28 stalls
TOTAL	28 stalls	28 stalls
Drive-through lane	160 FT in length	160 FT in length
Driveway Width:	11 FT – drive through lane 18 FT - One-way drive (60° parking) 20 FT - Two-way drive (no parking)	11 FT 20 FT 20 FT

NA = Not Applicable or No Requirement
(1) – Park & Dine stalls are not considered building floor area.
(2) – Administrative Adjustment to allow an 18% deviation from the standard setback for parking area and canopy structure.

CEQA Status	Exempt, Class 3 (New Construction)
Final Action	Planning Commission

BACKGROUND

Project Site

The property is located at the northwest corner of Harbor Blvd. and Nutmeg Place. The site currently contains a Long John Silvers with a drive-through lane. There are two access points to the site on Harbor Blvd. and Nutmeg Place that will remain unchanged (Attachment 3).

Review by Planning Commission

Code identifies the Zoning Administrator as the final review authority for Minor Conditional Use Permits and Planned Signing Programs. However, in this case, these applications have been forwarded directly to the Planning Commission due to the high level of community interest in new drive-through restaurants on Harbor Boulevard.

ANALYSIS

Zoning Application ZA-10-17: Proposed Fast-food Restaurant with Drive-through Window

The applicant is requesting approval of a Minor Conditional Use Permit for a 24-hour drive-through restaurant to replace the existing Long John Silvers. The proposed Sonic Burger is the fourth location in Orange County. The first location opened in 2006 in the City of Anaheim. The second location opened in 2009 in the City of Mission Viejo; and the most recent one opened in May 2010 in the City of the Santa Ana at the southeast corner of Sunflower Street and MacArthur Street. Photos of the Santa Ana location are provided as Attachment 7.

Sonic Burger is proposed to offer a new concept in fast-food dining with a drive-through lane, a carhop service where patrons park their cars and receive full service, and an outdoor dining area. Sonic Burger is known for its small town hamburger-joint concept and a wide variety of old fashioned milk shakes (Attachment 2). While outdoor patio dining is provided, the popularity of the Sonic Burger franchise is partly gained from the "park & dine" concept where patrons may order directly from electronic menu boards and dine on the carhop-delivered food items without leaving the vehicle.

Staff Justifications for Approval

Staff recommends approval of the MCUP for the following reasons:

- *Contemporary architecture is a positive complement to the Harbor Boulevard streetscape.* The building is designed as a contemporary structure with stucco walls and curved parapets facing Harbor Blvd. The Harbor Blvd. frontage is also accented by a tower sign, 30-feet in height with an arched open roof. An arched metal roof is proposed over the outdoor dining area that follows the parapet design (Attachment 5).

- *Proposed parking complies with Code requirements*. Code-required parking is calculated based on the total gross square footage of the building (1,585 square feet) and the outdoor dining area (1,120 square feet). Twenty-eight on-site parking spaces are required. The proposed plan provides the required number of parking spaces in areas where carhop service is also provided. All parking spaces, including employee parking spaces, are covered by a metal canopy and have individualized access to a menu board. All parking spaces have a menu board, and the employee parking spaces are unassigned. Employees are allowed to use any open parking space, even though all spaces are provided with a menu board for full retail potential.

  A **condition of approval** requires an interim parking plan to address a high surge of customers during the Grand Opening for 90 days. This condition ensures that employees are parked at an off-site location so that all parking spaces are available to customers and there are adequate on-site personnel to handle peak traffic.

  A **condition of approval** requires that all employees park on-site after the 90-day Grand Opening period. Employees parking on the public streets shall be considered a violation of the terms of approval of the MCUP. If repeated violations occur, the Development Services Director may require that employee parking spaces be assigned on the property and menu boards removed from these designated spaces, or require other appropriate measures to ensure on-site employee parking.

- *Design of drive-through lane provides adequate vehicle queuing and circulation.* Sonic Burger provides forty percent of their food service by the drive-through lane. The only entrance to the drive-through lane site is provided from Harbor Blvd. with up to eight vehicles queuing lane and an exit back on Harbor Blvd. Patrons using the carhop parking stalls have two ingress and egress options from Harbor Blvd. and Nutmeg Place. Sonic Burger also provides a bump-out lane for vehicles exiting the drive-through lane so that queuing time is minimized.

  A parking and traffic analysis was submitted by RK Engineering Group (April 2010). The City's Transportation Services Division reviewed the submitted traffic analysis that contained trip generation and queuing analysis to ensure that traffic entering and exiting the site would not adversely impact the site or adjacent street circulation. Based on the assessment, it was determined that the trip generation and queuing potential of the site is acceptable. The traffic analysis is provided as Attachment 4.

- *Deviation in front setback is justified by upgraded landscaping*. The Zoning Code requires a minimum 20-foot front landscaping for the site on Harbor Blvd. The current configuration of the site will result in a seven-foot future public right-of-way from the edge of the sidewalk. In this case, the applicant is requesting an administrative adjustment to allow minor encroachment of a parking stall and canopy structure at a 16-foot and 18-foot setback, respectively. The main building is located more than thirty feet from the ultimate property line.

The applicant is proposing a total of 23 trees in 24-inch box and 15-gallon sizes along Harbor Blvd. and Nutmeg frontage and within the site (Attachment 3). Given that this is a small site with limited on-site landscaping, the large size trees are proposed within the Harbor and Nutmeg landscaped setback areas.

A **condition of approval** requires the Developer to upgrade the required 24-inch box trees to 36-inch box trees in the landscaped setback area along Harbor Boulevard.

A **condition of approval** requires that both entries to the site on Harbor Boulevard and Nutmeg Place be improved with decorative hardscape such as colored concrete or concrete pavers. The decorative paving will soften the appearance of paved area at entries to the site.

- *Deviation in front setback is justified for future right-of-way on Harbor Blvd.* Since the current property line contains a portion of the public right-of-way, the reduced setback can be justified. Staff believes that the proposed reduced setback is adequate to provide substantial landscaping and screening along Harbor Blvd.

- *Security and maintenance considerations for 24-hour drive-through restaurant have been made.* The drive-in and outdoor dining services are not provided between 12:00 a.m. and 6:00 a.m. As conditioned, the site will be monitored by a 24-hour/7-days a week private security company.

  A **condition of approval** requires that the applicant submit documentation of an active 24-hour security contract prior to the grand opening.

- *Noise impacts to residential uses will be minimized.* The site is located 168 feet from the nearest residence and separated from the residential use by a two-story office building. In addition the 24-hour operation is limited to the drive-through service, which only has speakers for ordering food and no amplified music.

  A **condition of approval** requires no idling in parking stalls or excessive amplified radio/stereo in the carhop areas during business hours and no drive-in or outdoor dining service from 12:00 a.m. to 6:00 a.m.

LED Light Bands

It should be noted that the proposed building will feature decorative LED lightbands that will be visible at night.

The three parking rows at either sides of the building are proposed to be covered with a flat metal canopy with an accent fascia/color board and an LED light band. In addition, the LED light band is proposed on two of the building elevations at the cornice height of approximately 18 feet, at the top of the tower sign (30 feet in height) and at the carhop canopies (12 feet in height). The tower sign includes several LED bands at the barrel roof at thirty feet in height, which is at the highest element of the building.

Staff is not concerned with the LED lightbands. However, if Planning Commission believes that these lightbands should be removed, a condition of approval may be added.

Zoning Application ZA-10-28: Planned Sign Program

The PSP includes a variety of building mounted and ground mounted signage. The proposed signage and code requirements for each type of sign are noted as follows:

Table A
Signage Summary - Planned Signing Program

Type of Sign	Size	Height	Code Requirement
SIGNS *NOT PERMITTED* BY RIGHT			
Pole Sign**	One - 50 sq. ft.	Illuminated 25 feet – overall height	No illuminated pole signs allowed above seven feet in height.
Tower Signs**	Two – 28 sq. ft. each	Illuminated 30 feet to top of tower structure; signs are facing north and south	Signs which project above a parapet or the highest point of the roof are prohibited.
Tower Sign (Drive-Thru Open)**	One – 10 sq. ft.	30 feet to top of tower element facing Harbor Blvd.	Signs which project above a parapet or the highest point of the roof are prohibited.
SIGNS PERMITTED BY RIGHT			
Wall-mounted sign facing Harbor Blvd.	One- 28 sq. ft.	Illuminated	Permitted
Open	One – 4 sq. ft.	Illuminated	7 feet in height
Drive-thru Menu Signs	Total – 42 sq. ft.*	6 feet	7 feet
Non-illuminated building signs – menu items	Four – 10 sq. ft. each One – 24 sq. ft.	Non-illuminated	Permitted
Outdoor Patio menu	One - 15 sq. ft.*	Illuminated 6 feet in height	7 feet
Carhop signs	8.2 sq. ft. each* - total 28 menus, one per parking space – (230 sq. ft.)*	Illuminated 6 feet in height	7 feet
Over the entrance	Two – 5 sq. ft. each	Illuminated	7 feet
Incidental signs – enter and exit	Permitted*	Illuminated 3'-6"	7 feet
Total Sign Area Allowed by Code per street frontage: Harbor Boulevard Frontage: 160 square feet Nutmeg Place Frontage: 90 square feet			
Total Sign Area Proposed: 231 square feet Harbor Boulevard Frontage: 126 square feet Nutmeg Place Frontage: 48 square feet			

**this sign is not included in the overall sign calculation.*
*** The pole and building tower signage require authorization through a Planned Signing Program because these signs do not comply with the sign regulations. With the exception of the pole and tower signage, the project complies with all applicable sign standards for commercially- zoned properties.*

The proposed PSP is to allow 231 square feet of signage for the Sonic drive-through restaurant; code permits a total of 250 sq. ft. of combined sign area for the site. With the exception of the illuminated pole sign and building tower signs, the proposed PSP complies with all applicable sign standards for commercially zoned properties within 200-feet of residential uses.

Illuminated Pole Sign and Building Tower Signs

Long John Silvers currently has a twenty-five foot pole sign on the Harbor Blvd. frontage that is encroaching into the public right-of-way. The applicant is proposing signage that does not comply with the City's Sign Ordinance and therefore requires authorization through a Planned Signing Program (Attachment 6).

- *25-foot tall pole sign*. Since the property is within 200 feet from residential uses on the west, Code limits freestanding signs to seven feet in height to avoid visual impacts. The proposed 25-foot tall illuminated pole sign exceeds this height limitation and also does not qualify for two exceptions to the seven-foot height limit.

  In order to have a 25-foot tall pole sign in proximity to the residential uses on Mace Road, Code requires that the sign must be (a) non-illuminated **or** (b) completely obscured by on-site permanent structures (Title 13, Section 13-116(b)). While an "off-site" 2-story office building on the adjacent property to the west may obstruct visibility of the pole sign, Code does require that illuminated pole signs be obscured by "on-site permanent structures", which are within the control of the property owner.

  As conditioned, reducing the proposed height to a 15-foot pole sign will provide for better screening by on-site improvements (i.e., the proposed building and landscaping).

- *30-foot tall building tower signage.* Code prohibits signs which project above the roof (Title 13, Section 13-112(j)). The building tower signage projects above the roofline of the single-story restaurant building to provide a prominent architectural feature to the building and to feature the tower signage. Staff does not have concerns with this tower signage because it would not be visible from residences. And unlike freestanding signs, Code does not require the building tower signage to be obscured by on-site permanent structures.

  However, as a sign projecting above the roofline, this is considered a prohibited sign that could only be authorized as part of a Planned Signing Program.

Staff Justifications for Approval of PSP, with Modification to Freestanding Sign

The overall square footage for the building mounted signs meets the maximum allowable signs per code (not including the carhop menu boards); however, the proposed pole and tower signs are subject to approval of a PSP.

Staff supports approval of the building tower signage but recommends a height reduction to 15 feet for the pole sign, for the following reasons:

- *Combination of 25-foot high pole sign and building tower signs may result in excessive illuminated signage visible at a major market window (Harbor Boulevard) in the City.* Staff is concerned with the combination of the 25-foot high pole sign and 30-foot high building tower. Staff believes that the cumulative impact of both signs at this height would result in excessive illuminated signage. These signs are not outright permitted by Code and represent deviations from the City's sign ordinance.

  A **condition of approval** requires that the freestanding sign reduced in height to 15 feet.

- *A 15-foot tall pole sign is more consistent with neighboring properties on Harbor Blvd.* Staff believes that a 15-foot pole sign is more compatible with the surrounding commercial properties and the center east of Harbor Blvd. It should be noted that the existing Long John Silver's pole sign is non-conforming in respect to encroaching into the public right-of-way. The proposed pole sign will be entirely on private property. While this is an improvement to the existing sign, the combination of the pole sign and building tower signage together is considered visually significant.

ALTERNATIVES

The Planning Commission has the following alternatives:

1. Approve ZA-10-17 (Minor CUP) and ZA-10-28 (Planned Signing Program) to construct the new Sonic Burger with the recommended conditions of approval as discussed in this report.

2. Approve ZA-10-17 and deny ZA-10-28 related to the proposed Planned Sign Program. The drive-through restaurant could be established, but the proposed pole sign and building tower signage would be denied.

3. Deny ZA-10-17 and ZA-10-28 to construct the new Sonic Burger and proposed Planned Sign Program. The applicant could not submit a similar application for six months.

ENVIRONMENTAL DETERMINATION

If approved, the project would be exempt from the provisions of the California Environmental Quality Act under Section 15303 for New Construction.

CONCLUSION

Development of the drive-through Sonic Burger and the proposed Planned Signing Program, as conditioned, will comply with the Zoning Code requirements. Therefore, staff recommends approval of the project and the Planned Signing Program.

Attachments:

1. Planning Commission Resolutions
2. Applicant's Request
3. Location Map
4. Traffic Study
5. Submitted Plans
6. Submitted PSP
7. Photos of Santa Ana Sonic Burger

cc: Development Services Director
Deputy City Attorney
Assistant City Engineer
Fire Protection Analyst
Staff (4)
File (2)

Mr. Bill Lang
149 Palos Verdes Blvd., Suite E
Redondo Beach, CA 90277

Mr. John De Frenza
2900 Bristol Street, #203
Costa Mesa, CA 92626

File: 061410ZA1017ZA1028	Date: 060410	Time: 9:45 a.m.

ATTACHMENT 1

RESOLUTION NO. PC-10-

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COSTA MESA APPROVING PLANNING APPLICATION ZA-10-17 FOR 3095 HARBOR BLVD.

THE PLANNING COMMISSION OF THE CITY OF COSTA MESA HEREBY RESOLVES AS FOLLOWS:

WHEREAS, an application was filed by John DeFrenza on behalf of, owner of real property located at 3095 Harbor Blvd., requesting approval of a Minor Conditional Use Permit for a drive-in Sonic Burger with 24-hour drive-through service and an Administrative Adjustment for a reduced street setback along Harbor Boulevard for parking area and a canopy structure (20 feet required, 16 feet proposed).;

WHEREAS, a duly noticed public hearing was held by the Planning Commission on June 14, 2010;

BE IT RESOLVED that, based on the evidence in the record and the findings contained in Exhibit "A", the Planning Commission hereby **APPROVES** ZA-10-17 with respect to the property described above.

BE IT FURTHER RESOLVED that the Costa Mesa Planning Commission does hereby find and determine that adoption of this Resolution is expressly predicated upon the activity as described in the staff report for Zoning Applications ZA-10-17 and upon applicant's compliance with each and all of the conditions contained in Exhibit "B" as well as with compliance of all applicable federal, state, and local laws. Any approval granted by this resolution shall be subject to review, modification or revocation if there is a material change that occurs in the operation, or if the applicant fails to comply with any of the conditions of approval.

PASSED AND ADOPTED this 14th day of June, 2010.

_____

James Righeimer, Chair
Costa Mesa Planning Commission

STATE OF CALIFORNIA)
)ss
COUNTY OF ORANGE)

I, CLAIRE FLYNN, Assistant Secretary to the Planning Commission of the City of Costa Mesa, do hereby certify that the foregoing Resolution was passed and adopted at a meeting of the City of Costa Mesa Planning Commission held on June 14, 2010, by the following votes:

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSENT: COMMISSIONERS

ABSTAIN: COMMISSIONERS

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Assistant Secretary, Costa Mesa
Planning Commission

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EXHIBIT "A"

FINDINGS – APPROVAL (ZA-10-17)

A. The proposed project complies with Costa Mesa Municipal Code Section 13-29(e) because:

1. The proposed use is compatible and harmonious with uses on surrounding properties.
2. Safety and compatibility of the design of the parking areas, landscaping, luminaries, and other site features including functional aspects of the site development such as automobile and pedestrian circulation have been considered.
3. The project, as conditioned, is consistent with the General Plan.
4. The planning application is for a project-specific case and does not establish a precedent for future development.

B. The information presented substantially complies with Costa Mesa Municipal Code Section 13-29(g)(2) in that the proposed drive-through restaurant with carhop service and outdoor dining is substantially compatible with developments in the same general area. Granting the conditional use permit will not be detrimental to the health, safety and general welfare of the public or other properties or improvements within the immediate vicinity of the project. Specifically, with the exception of the proposed administrative adjustment for reduced landscape setback along Harbor Blvd. the proposed project satisfies all applicable development standards. The site is currently developed with a drive-though restaurant (Long John Silvers); the closest residential properties are 168 feet to the west and a two story office building separates the residences from the proposed use. Additionally, no alcoholic beverages will be served or sold from this site. Granting the conditional use permit will not allow a use, density or intensity which is not in accordance with the general plan land use designation for the property.

This design review includes site planning, building design landscaping, appearance, mass and scale of structures, roof forms and any other applicable design features. The building and canopies are predominately single story with the exception of the tower sign, which will be screened from the residential properties by the two-story office building to the west. Substantial landscaping will enhance the streetscape along Harbor Blvd.

C. The proposed setback reduction complies with Section 13-29(g)(1) of the Costa Mesa Municipal Code that special circumstances applicable to the property exist to justify granting of the administrative adjustment from the landscape setback requirements along Harbor Blvd. Strict application of the zoning ordinance would deprive the property owner of the privileges enjoyed by owners of other property in the vicinity under identical zoning classification. Specifically, the property contains a portion of the right-of-way along Harbor Blvd. and the proposed setback will be measured from the ultimate right-of-way. The setback of 16'-4" is sufficient to provide

substantial landscaping for streetscape enhancement along Harbor Blvd. In addition, the Administrative Adjustment does not affect the location of the building with respect to the front setback. The building and the front canopy for outdoor dining are located more than thirty feet from the front property line and the carhop canopies are approximately 18 feet from the front property line. Furthermore, driveway areas within street setbacks are conditioned to be enhanced with decorative hardscape.

The deviation shall be subject to such conditions so as to assure that approval of the administrative adjustment from setback requirements would not constitute a grant of special privilege inconsistent with limitation upon other properties in the vicinity and zone in which the property is situated. Granting the administrative adjustment will not allow a use, density, or intensity, which is not in accordance with the general plan designation.

D. The project has been reviewed for compliance with the California Environmental Quality Act (CEQA), the CEQA Guidelines; and the City environmental procedures, and has been found to be exempt from CEQA under Section 15303 for New Construction.

E. The project is exempt from Chapter IX, Article 11, Transportation System Management, of Title 13 of the Costa Mesa Municipal Code.

EXHIBIT "B"

CONDITIONS OF APPROVAL (ZA-10-17 for 3095 Harbor Blvd.)

Plng.

1. The applicant shall upgrade three required 24-inch box trees to 36-inch box trees in the landscaped setback area along Harbor Boulevard.
2. Prior to the grand opening of the restaurant, the applicant shall submit an interim parking plan to the Planning Division for review and approval to ensure that adequate employee parking is available on-site or on at an authorized site through an agreement with an adjacent property owner. In addition, the plan shall indicate that employees shall be available to minimize any impacts to circulation on the adjacent streets and surrounding properties. This interim plan shall be in place for a minimum of 60 days during the "Grand Opening" and may be extended for an additional 30 days to meet customer demands as deemed appropriate by the Development Services Director. The interim plan shall be approved prior to issuance of certificate of occupancy.
3. After the Grand Opening period when the interim parking plan is no longer in place, employees of the fast food restaurant shall park on-site. Employee parking shall occur in any of the parking stalls on the property. Employee parking on the public streets shall be considered a violation of the terms of approval of the minor conditional use permit. If repeated violations occur, the Development Services Director shall have the discretion to require employee parking spaces be assigned on the property and menu boards removed from these designated spaces, or to require other appropriate measures to ensure on-site employee parking.
4. The applicant shall install decorative hardscaping such as colored concrete or concrete pavers within the front setbacks on Harbor Boulevard and Nutmeg Place vehicular entrances to the site.
5. Vehicle access to adjacent commercial property to the north at 3115 Harbor Boulevard is strictly prohibited, unless subsequently approved by the Zoning Administrator through an amendment to Zoning Application ZA-10-17 or approved in conjunction with any discretionary planning application associated with 3115 Harbor Blvd.
6. The conditions of approval for ZA-10-17 shall be blueprinted on the face of the site plan as part of the plan check submittal package.
7. The subject property's ultimate finished grade level may not be filled/raised in excess of 30 inches above the finished grade of any abutting property. If additional fill dirt is needed to provide acceptable on-site storm water flow to a public street, an alternative means of accommodating that drainage shall be approved by the City's Building Official prior to issuance of any grading or building permits. Such alternatives may include subsurface tie-in to public storm water facilities, subsurface drainage collection systems and/or sumps with mechanical pump discharge in-lieu of gravity flow. If mechanical pump method is determined appropriate, said mechanical pump(s) shall continuously be maintained in working order. In any case, development of subject

property shall preserve or improve the existing pattern of drainage on abutting properties. Applicant is advised that recordation of a drainage easement across the private street may be required to fulfill this requirement.

8. Prior to issuance of grading or building permits, the applicant shall obtain approval of a hydrology and drainage study showing the method of disposal of storm water.
9. The 24-hour operation of the site shall comply with the City's Noise Ordinance. Ambient music streaming from speakers located in the outdoor patio dining area and the canopies of the drive-in stalls shall not occur during the hours of 12:00 a.m. to 6:00 a.m.
10. The applicant shall contact the Planning Division to arrange a Planning inspection of the site prior to the release of occupancy/utilities. This inspection is to confirm that the conditions of approval and code requirements have been satisfied.
11. Demolition permits for existing structures shall be obtained and all work and inspections completed prior to final building inspections. Applicant is notified that written notice to the Air Quality Management District may be required ten (10) days prior to demolition.
12. No modification(s) of the approved building elevations including, but not limited to, changes that increase the building height, removal of building articulation, or a change of the finish material(s), shall be made during construction without prior Planning Division written approval. Failure to obtain prior Planning Division approval of the modification could result in the requirement of the applicant to (re)process the modification through a discretionary review process such as a minor design review or a variance, or in the requirement to modify the construction to reflect the approved plans.
13. The restaurant shall be limited to the operations described in the staff report. Any change in the operational characteristics including, but not limited to, hours of operation, sale of alcoholic beverages or provision of entertainment, will require approval of an amendment to the minor conditional use permit.
14. The business shall be conducted at all times, in a manner that will allow the quiet enjoyment of the surrounding neighborhood. The Developer/business operator shall institute whatever security and operational measures are necessary to comply with this requirement.

    At a minimum, Developer shall contract with a 24-hour/7-days a week security company to provide private on-site security to the premises. Documentation of an active 24-hour/7-days a week security service contract shall be provided prior to issuance of final certificate of occupancy and upon request by City staff during the subsequent operations of the business.

15. Between the hours of 12:00 a.m. to 6:00 a.m., the business operator shall comply with the following requirements:

    - Vehicles in the drive-in stalls shall not be left idling in the parking stalls nor shall any radios/stereo systems/amplified sound be audible outside of the vehicle.
    - Customer Use Areas shall be limited to the drive-through areas only. There shall be no loitering of customers or consumption of food and beverages outside of the vehicles or the designated patio area during these specified hours.

16. Developer shall control litter originating from the site (i.e. paper/plastic goods, food items, drink containers, etc.) on a daily basis along the following areas:

    - Harbor Boulevard street frontage (westerly frontage) immediately abutting the front of the property
    - An additional 100 feet of Harbor Boulevard street frontage (westerly frontage) to the north of the property.
    - North side of Nutmeg Place.

    On-site trash receptacles visible from the public right-of-way shall be emptied and litter be removed on a regular basis.

17. Menu boards located at the individual drive-in stalls shall be no larger than 10 square feet on either side of the menu boards. Any increase in the size of menu boards shall be subject to review and approval of the Development Services Director.
18. Any amendment to the conditions of approval shall be subject to the City's standard public notice procedures and be reviewed and approved by the Zoning Administrator.
19. On-site controls (i.e. cones and employees) shall be instituted during peak operating times to minimize idling vehicle emissions.
20. Truck deliveries shall not occur between 10:00 p.m. and 4:00 a.m.
21. No exterior roof access ladders, roof drain scuppers, or roof drain downspouts are permitted.
22. Transformers, backflow preventers, and any other approved above-ground utility improvement shall be located outside of the required street setback area and shall be screened upon view, under direction of Planning staff. Any deviation from this requirement shall be subject to review and approval of the Development Services Director.

Bldg. 23. Provide a plan to the County of Orange Health Dept. for review and approval.

Eng. 24. Maintain the public right-of-way in a "wet-down" condition to prevent excessive dust and remove any spillage from the public right-of-way by sweeping or sprinkling.

RESOLUTION NO. PC-10-

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COSTA MESA DENYING ZONING APPLICATION ZA-10-17 for 3095 HARBOR BLVD.

THE PLANNING COMMISSION OF THE CITY OF COSTA MESA HEREBY RESOLVES AS FOLLOWS:

WHEREAS, an application was filed by was filed by John DeFrenza on behalf of, owner of real property located at 3095 Harbor Blvd., requesting approval of a drive-in Sonic Burger with 24-hour drive-through service and an Administrative Adjustment for reduced landscape setback along Harbor Boulevard for parking area and a canopy structure (20 feet required, 16 feet proposed);

WHEREAS, a duly noticed public hearing was held by the Planning Commission on June 14, 2010;

BE IT RESOLVED that, based on the evidence in the record and the findings contained in Exhibit "A, the Planning Commission hereby **DENIES** Zoning Application ZA-10-17 with respect to the property described above.

PASSED AND ADOPTED this 14th day of June, 2010.

James Righeimer, Chair
Costa Mesa Planning Commission

STATE OF CALIFORNIA)
)ss
COUNTY OF ORANGE)

I, CLAIRE FLYNN, Assistant Secretary to the Planning Commission of the City of Costa Mesa, do hereby certify that the foregoing Resolution was passed and adopted at a meeting of the City of Costa Mesa Planning Commission held on June 14, 2010, by the following votes:

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSENT: COMMISSIONERS

ABSTAIN: COMMISSIONERS

_____
Assistant Secretary, Costa Mesa
Planning Commission

EXHIBIT "A"

FINDINGS – DENIAL (ZA-10-17)

A. The proposed project does not comply with Costa Mesa Municipal Code Section 13-29(e) because:

2. The project is not compatible and harmonious with uses on surrounding properties.
3. The project is not consistent with the General Plan.
4. The planning application is for a project-specific case and does not establish a precedent for future development.

B. Granting the minor conditional use permit will be materially detrimental to the health, safety and general welfare of the public or otherwise injurious to property or improvements within the immediate neighborhood.

C. The Costa Mesa Planning Commission has denied Planning Application ZA-10-17. Pursuant to Public Resources Code Section 21080(b)(5) and CEQA Guidelines Section 15270(a), CEQA does not apply to this project because it has been rejected and will not be carried out.

D. The project is exempt from Chapter IX, Article 11, Transportation System Management, of Title 13 of the Costa Mesa Municipal Code.

RESOLUTION NO. PC-10-

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COSTA MESA APPROVING PLANNED SIGN PROGRAM APPLICATION ZA-10-28 FOR 3095 HARBOR BLVD.

THE PLANNING COMMISSION OF THE CITY OF COSTA MESA HEREBY RESOLVES AS FOLLOWS:

WHEREAS, an application was filed by was filed by John DeFrenza on behalf of, owner of real property located at 3095 Harbor Blvd., requesting approval of a Planned Sign Program for Sonic Burger including a tower sign and a twenty-five foot tall pole sign facing Harbor Blvd.;

WHEREAS, a duly noticed public hearing was held by the Planning Commission on June 14, 2010;

BE IT RESOLVED that, based on the evidence in the record and the findings contained in Exhibit "A", the Planning Commission hereby **APPROVES** ZA-10-28 with respect to the property described above.

BE IT FURTHER RESOLVED that the Costa Mesa Planning Commission does hereby find and determine that adoption of this Resolution is expressly predicated upon the activity as described in the staff report for Zoning Applications ZA-10-28 and upon applicant's compliance with each and all of the conditions contained in Exhibit "B" as well as with compliance of all applicable federal, state, and local laws. Any approval granted by this resolution shall be subject to review, modification or revocation if there is a material change that occurs in the operation, or if the applicant fails to comply with any of the conditions of approval.

PASSED AND ADOPTED this 14th day of June, 2010.

_____

James Righeimer, Chair
Costa Mesa Planning Commission

STATE OF CALIFORNIA)
)ss
COUNTY OF ORANGE)

I, CLAIRE FLYNN, Assistant secretary to the Planning Commission of the City of Costa Mesa, do hereby certify that the foregoing Resolution was passed and adopted at a meeting of the City of Costa Mesa Planning Commission held on June 14, 2010, by the following votes:

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSENT: COMMISSIONERS

ABSTAIN: COMMISSIONERS

_____
Assistant Secretary, Costa Mesa
Planning Commission

EXHIBIT "A"

FINDINGS – APPROVAL (ZA-10-28 FOR 3095 HARBOR BLVD.)

A. The proposed project complies with Costa Mesa Municipal Code Section 13-29(e) because:

- The proposed signing is consistent with the intent of Chapter VIII and the General Plan.
- The proposed signs are consistent with each other in design and construction taking into account sign style and shape, materials, letter style, colors, and illumination.
- The proposed signs are compatible with the buildings and developments they identify – taking into account materials, colors, and design motif.
- Approval does not constitute a grant of special privilege or allow substantially greater visibility than what the standard sign provisions would allow.
- As conditioned, the 25-foot tall pole sign will be modified to a 15-foot tall pole sign compatible with other commercial signage in surrounding properties. The proposed 30-foot tall tower sign facing Harbor Blvd. provides adequate visibility for the motorist driving north and south on Harbor Blvd.

B. The project has been reviewed for compliance with the California Environmental Quality Act (CEQA), the CEQA Guidelines; and the City environmental procedures, and has been found to be exempt from CEQA under Section 15303 for New Construction.

EXHIBIT "B"

CONDITIONS OF APPROVAL (ZA-10-28 FOR 3095 HARBOR BLVD)

Plng.

1. The proposed 25-foot tall pole sign shall be modified to a 15-foot tall pole sign compatible with other commercial signage in surrounding properties.
2. The conditions of approval for ZA-10-28 shall be blueprinted on the face of the site plan as part of the plan check submittal package.
3. Monument and pole signs above 6 feet shall require structural calculations prepared by a registered engineer or architect licensed by the State of California.
4. Number, area, and height of all signs shall not exceed that outlined in the Planned Signing Program approved for ZA-10-28; except as modified by the condition of approval no. 1.
5. All newly installed signs shall be in conformance to the requirements and intent of the Planned Signing Program, as well as other applicable Codes and regulations. Any sign not meeting the specific criteria outlined in the PSP will not be permitted.
6. Any modification, addition, or deleted to the approved PSP shall be reviewed by the Planning Division to determine if an amendment to the PSP is necessary. Amendments shall be processed by the Zoning Administrator.

RESOLUTION NO. PC-10-

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COSTA MESA DENYING ZONING APPLICATION ZA-10-28 FOR 3095 HARBOR BLVD.

THE PLANNING COMMISSION OF THE CITY OF COSTA MESA HEREBY RESOLVES AS FOLLOWS:

WHEREAS, an application was filed by was filed by John DeFrenza on behalf of, owner of real property located at 3095 Harbor Blvd., requesting approval of a Planned Sign Program for Sonic Burger including a tower sign and a twenty-five foot tall pole sign facing Harbor Blvd.;

WHEREAS, a duly noticed public hearing was held by the Planning Commission on June 14, 2010;

BE IT RESOLVED that, based on the evidence in the record and the findings contained in Exhibit "A, the Planning Commission hereby **DENIES** Planning Application ZA-10-28 with respect to the property described above.

PASSED AND ADOPTED this 14th day of June, 2010.

James Righeimer, Chair
Costa Mesa Planning Commission

STATE OF CALIFORNIA)
)ss
COUNTY OF ORANGE)

I, CLAIRE FLYNN, Assistant Secretary to the Planning Commission of the City of Costa Mesa, do hereby certify that the foregoing Resolution was passed and adopted at a meeting of the City of Costa Mesa Planning Commission held on June 14, 2010, by the following votes:

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSENT: COMMISSIONERS

ABSTAIN: COMMISSIONERS

_____
Assistant Secretary, Costa Mesa
Planning Commission

EXHIBIT "A"

FINDINGS – DENIAL (ZA-10-28 FOR 3095 HARBOR BLVD.)

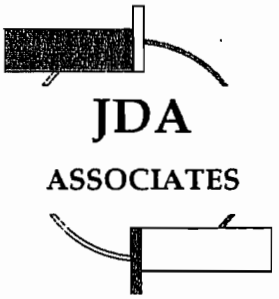
A. The proposed project does not comply with Costa Mesa Municipal Code Section 13-29(e) because:

1. The proposed signs are not consistent with the intent of the Sign Code.
2. The proposed signs are not compatible with the site and inconsistent with the building materials, colors and design motif.
3. The approval would constitute a grant of special privilege or allow substantially greater visibility than what the standard sign provisions would allow.
4. The planning application is for a project-specific case and does not establish a precedent for future development.

B. The Costa Mesa Planning Commission has denied Planning Application ZA-10-28. Pursuant to Public Resources Code Section 21080(b)(5) and CEQA Guidelines Section 15270(a), CEQA does not apply to this project because it has been rejected and will not be carried out.

C. The project is exempt from Chapter IX, Article 11, Transportation System Management, of Title 13 of the Costa Mesa Municipal Code.

ATTACHMENT 2



March 10, 2010

City of Costa Mesa
Planning & Traffic Divisions
77 Fair Drive
Costa Mesa, CA 92628-1200

RE: Proposed Sonic Drive-In Facility, 3095 Harbor Boulevard

Thank you for reviewing the following pages, this information is being provided with the intent of satisfying and expanding both the planning and traffic departments understanding of this facilities daily operations as well as a brief introduction to the franchisee and corporations identity. This description is also intended to assist the cities planning staff toward a determination for parking requirements for the project.

Coast to Coast Commercial

The applicant / lessee of the property is a family owned franchise operator/developer that has been in the fast food restaurant business for more than 25 years. The second generation of this family has invested in the Southern California regional rights to develop Sonic Drive-In restaurants. Their first venture in this market began in the city of Santa Ana at the intersection of Fairview and Mac Arthur Boulevards. That location is currently under construction with an expected opening date near the beginning of May. The second location was started after Santa Ana but completed before it in Mission Viejo. A third location also started after Santa Ana has been completed in Duarte. All three locations have integrated characteristics of the surrounding communities while balancing elements of the national image.

This opportunity in Costa Mesa will also exercise the same community balance in the exterior elevations while retaining the unique image the Sonic Burger facilities are known for.

Sonic Drive-In

SONIC, America's Drive-In (NASDAQ/SONC) is the nation's largest chain of drive-in restaurants. Sonic started as a hamburger and root beer stand in 1953 in Shawnee, Oklahoma, called Top Hat Drive-In, and then changed its name to SONIC in 1959. The first drive-in to adopt the Sonic name is still serving customers in Stillwater, Oklahoma. Throughout its 56-year history SONIC has enjoyed one of the highest customer frequency rates in the quick-service restaurant industry.

More than a million customers eat at Sonic every day. For more than 50 years, Sonic Corp has built a dominate position in the drive-in restaurant business. Sonic currently operates more than 3,600 drive-in's specializing in made-to-order food, and is known for its specialty menu items and unique drink combinations with a wide variety of frozen favorite treats. You can order an astounding array of drink combinations making Sonic an ultimate drink stop.

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JDA
ASSOCIATES

The Facility

The corporation has two standard prototypes, this facility is based on the smaller version and is customized to a 1,585 square foot structure that houses the kitchen and toilet facilities.

The Sonic Drive-In restaurant will provide each customer with a unique dining experience. Sonic's distinctive use of drive-in stall speakers allows customers to place food orders without ever leaving their cars. The Sonic Drive-In will provide drive-in stalls, handicap parking, outdoor patio dining (no inside dining), and drive-thru service as well.

Carhops

Personal Carhop service is one of many reasons customers enjoy visiting Sonic Drive-in. Frequently seen spinning by on roller skates, smiling Carhops personally deliver orders right to customers' cars along dedicated paths within the facility. What's more, Carhops check back to ensure a quality experience. Each customer receives a mint with a drink, dessert or meal purchase – a tradition started by company founder Troy Smith Sr. to remind customers they are worth a mint at Sonic.

Menu

Sonic's award-winning menu offers a variety of unique menu items made after you order. Sonic has one of the most extensive and diverse menu's in the Quick Service Restaurant industry. Unique menu items include TOASTER Sandwiches (made with thick Texas toast), Extra-Long Chili Cheese Coney Hot Dogs, hand-battered Onion Rings, Tater Tots and a plethora of drink and dessert choices, such as Cherry Limeades or Premi-Yum! Cream Pie Shakes. Sonic has more than 168,000 drink combinations, making it Your Ultimate Drink Stop! Sonic's diverse menu and large assortment of snack foods and drinks help evenly spread the Sonic day part. This evenly spread demand gives the Sonic operation an edge when compared to other QSR's. Most other QSR's experience heavy lunch and dinner rush times, often creating longer wait times and therefore congestion.

Drive-In Stalls

The standard Sonic Drive-In stall is designed at a 60 degree angle and covered with a metal canopy. Sonic customers can pull into the drive-in stall with a menu board located along the driver side window. Once they are ready to order food or drinks, customers will simply press a button on the menu board. A Sonic employee from inside the building will greet the customer and take the order from a two way speaker located on the menu board.

To pay for the food, the customer can insert a credit card into a built-in credit card reader (PAYS system) on the menu board. After the card is inserted, the payment is processed, and the customer can wait in the comfort of their car for their order to be delivered by a smiling Carhop. If the customer would prefer to use cash, a Carhop will collect the money and give the customer the appropriate change at the time the food is delivered.

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The Carhop will deliver the order to the car on window hanging trays. It is an option to have the Carhops on roller skates, just like an old fashion drive-in. They are trained to stay within or near the labeled paths of travel between the stalls and the building.
After the customer has finished eating, the Carhop will collect the tray and trash from the customer, which is part of their job as a server.

Patio Dining

Sonic Drive-In does not have inside dining (the building is a large kitchen). Customers have the option to order from a menu board placed on the patio area and dine outside underneath the Sonic canopy. This menu board operates the same way as the drive-in menu boards operate. Customers will place their order through the speaker box on the menu. The customer can pay with a credit card through the menu board or cash with a Carhop. The order is then delivered with the customer's name to the patio table by a Carhop.

Drive-thru Lane

This component is essential for Sonic as they make their expansion into California, due to the fast-paced lifestyle associated with living here. Typical quick service restaurants with drive-thru do 65 - 75% of their volume through the drive-thru. With Sonic's car hop service the average volume at the drive-thru is reduced to less than 41% of total sales when both methods are operating. For the safety of the employees the car hop service terminates during the late night hours after 12:00 a.m.

Bump Out Door and Lane

The Sonic drive-thru is much quicker than other QSR drive-thru lanes. The average wait time for a Sonic drive-thru customer averages below three minutes. The average wait time for other QSR drive-thru customer is usually over four minutes, and in some cases (In-N-Out) up to ten minutes!
The reason for this lightning fast service is the utilization of what is called the "bump out lane".
If a customer has a small order, it is possible they may be stuck waiting in line behind a large order for many minutes at other QSR drive-thru's. At Sonic, the staff recognizes small orders that can be serviced quickly and a Carhop will come out of a special "bump out door" next to the pickup window. The Carhop will deliver the customer the small order, collect their money or credit card, and process the transaction curbside. After the customer has received their order and any change, the customer can simply and cautiously pull their car out of the drive-through lane into the adjacent "bump out lane" (with the assistance of the Carhop) and then exit the property. With this "bump out" service we are able to drastically increase the speed of service and therefore increase the drive-thru stacking potential by moving cars through the drive-thru at a much quicker pace. This is just another unique feature to Sonic Drive-In!

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Ticket and Average Time Characteristics

I am including reports provided to us by Sonic Drive-In's corporate office. These reports are a summary of all the chains stores over a 12 month period resulting in an annualized summary of the design characteristics these locations all have in common.

Average Time

Over a 24 hour period the Average Time (Month) report represents the integration of Sonics' unique facility design. Beginning around 8:00am and ending around 6:00pm (referred to here as daylight hours, a 10 hour cycle) the average time to complete an order actually is less than the period between 6:00pm and 8:00am (night time hours, a 14 hour cycle) because of the use of the "bump out" door and lane (as previously described) and the personal car hop (in car) service to the stalls.

The average service time can be broken down as follows:

Daylight Hour Service - 0:02:04 Average Time (2 minute, 4 second turnover rate)
Night Time Hour Service – 0:02:57 Average Time (2 minute, 57 second turnover rate)

In summary, the usage of the "bump out" and the car hop service reduces almost a full minute in the completion of the order.

Ticket Counts

This 24 hour report period represents the average number of sales through the course of a day. As indicated in the previous Drive Thru Lane section these facilities do not experience a "peak Period" at lunch time. In fact, if there is an increase it occurs mid afternoon around 3:00pm.

The other information that should be recognized is to compare the percentage of stall to drive thru usage. Using a similar period of review as before for Daylight Hour Service but breaking down the night time service into Early Morning Hour Service (midnight to 8:00am) and Night Time Hour Service (8:00pm to midnight) yields the true user base for this product. The following percentages of usage are very evident:

Daylight Hour Service- 36 total average # of visitors
Drive Thru – 14.7 average # of visitors (41%)
Stalls – 21.3 average # of visitors (59%)

Night Time Hour Service – 23 total average # of visitors
Drive Thru – 9.3 average # of visitors (39%)
Stalls – 14 average # of visitors (61%)

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Early Morning Hour Service – 6 total average # of visitors
Drive Thru – 4.5 average visitors (75%)
Stalls – 1.5 average # of visitors (25%)

These results show a consistent usage ratio between the stalls and drive thru not exceeding 40% of total sales. This is a testament to the philosophy Sonic has employed in the design of their locations.

While this concept may be new to Costa Mesa I hope this description of the design features, the usage characteristics and the business concept have been shared in a way that has both brought you to understand this proposed facility and create interest in the business concept. If you have any questions or need additional clarification on any part of this description we look forward to answering your questions and achieving an approval so we may begin the permit process.

Cordially,

John A. DeFrenza
Architect

2900 Bristol Street, Building A, Suite 203, Costa Mesa, CA 92626
Phone (949) 261-8805 Fax (949) 261-8053

Ticket Count Daily AUV (Month)

This information is a compilation of the nationwide chain.

Drive-Thru Average Ticket Count		12 Mo Average
Drive-Thru	12:00 - 12:59 AM	4
Drive-Thru	1:00 - 1:59 AM	5
Drive-Thru	2:00 - 2:59 AM	4
Drive-Thru	3:00 - 3:59 AM	3
Drive-Thru	4:00 - 4:59 AM	2
Drive-Thru	5:00 - 5:59 AM	2
Drive-Thru	6:00 - 6:59 AM	5
Drive-Thru	7:00 - 7:59 AM	11
Drive-Thru	8:00 - 8:59 AM	11
Drive-Thru	9:00 - 9:59 AM	10
Drive-Thru	10:00 - 10:59 AM	10
Drive-Thru	11:00 - 11:59 AM	14
Drive-Thru	12:00 - 12:59 PM	18
Drive-Thru	1:00 - 1:59 PM	16
Drive-Thru	2:00 - 2:59 PM	20
Drive-Thru	3:00 - 3:59 PM	21
Drive-Thru	4:00 - 4:59 PM	14
Drive-Thru	5:00 - 5:59 PM	13
Drive-Thru	6:00 - 6:59 PM	12
Drive-Thru	7:00 - 7:59 PM	11
Drive-Thru	8:00 - 8:59 PM	11
Drive-Thru	9:00 - 9:59 PM	9
Drive-Thru	10:00 - 10:59 PM	8
Drive-Thru	11:00 - 11:59 PM	5
Drive-Thru Average Daily Ticket Count		**240**
Drive-Thru Average Hourly Ticket Count (24 hr)		**10**

Stall (Drive-In & Patio) Average Hourly Ticket Count		
Stall	12:00 - 12:59 AM	1
Stall	1:00 - 1:59 AM	0
Stall	2:00 - 2:59 AM	0
Stall	3:00 - 3:59 AM	0
Stall	4:00 - 4:59 AM	0
Stall	5:00 - 5:59 AM	0
Stall	6:00 - 6:59 AM	3
Stall	7:00 - 7:59 AM	8
Stall	8:00 - 8:59 AM	9
Stall	9:00 - 9:59 AM	10
Stall	10:00 - 10:59 AM	13
Stall	11:00 - 11:59 AM	24
Stall	12:00 - 12:59 PM	33
Stall	1:00 - 1:59 PM	25
Stall	2:00 - 2:59 PM	29
Stall	3:00 - 3:59 PM	30
Stall	4:00 - 4:59 PM	20
Stall	5:00 - 5:59 PM	20
Stall	6:00 - 6:59 PM	20
Stall	7:00 - 7:59 PM	18
Stall	8:00 - 8:59 PM	17
Stall	9:00 - 9:59 PM	14
Stall	10:00 - 10:59 PM	10
Stall	11:00 - 11:59 PM	5
Stall Average Daily Ticket Count		**309**
Stall Average Hourly Ticket Count (24 hr)		**13**

Average Time (Month)

This information is a compilation of the nationwide chain.

Drive-Thru Average Time			Trailing 12 Mo. Average Time
Drive-Thru	Average Time	12:00 - 12:59 AM	0:03:34
Drive-Thru	Average Time	1:00 - 1:59 AM	0:03:29
Drive-Thru	Average Time	2:00 - 2:59 AM	0:03:31
Drive-Thru	Average Time	3:00 - 3:59 AM	0:03:13
Drive-Thru	Average Time	4:00 - 4:59 AM	0:02:46
Drive-Thru	Average Time	5:00 - 5:59 AM	0:02:10
Drive-Thru	Average Time	6:00 - 6:59 AM	0:01:50
Drive-Thru	Average Time	7:00 - 7:59 AM	0:01:57
Drive-Thru	Average Time	8:00 - 8:59 AM	0:02:01
Drive-Thru	Average Time	9:00 - 9:59 AM	0:02:09
Drive-Thru	Average Time	10:00 - 10:59 AM	0:02:25
Drive-Thru	Average Time	11:00 - 11:59 AM	0:02:35
Drive-Thru	Average Time	12:00 - 12:59 PM	0:02:47
Drive-Thru	Average Time	1:00 - 1:59 PM	0:02:34
Drive-Thru	Average Time	2:00 - 2:59 PM	0:02:27
Drive-Thru	Average Time	3:00 - 3:59 PM	0:02:38
Drive-Thru	Average Time	4:00 - 4:59 PM	0:02:36
Drive-Thru	Average Time	5:00 - 5:59 PM	0:02:43
Drive-Thru	Average Time	6:00 - 6:59 PM	0:02:51
Drive-Thru	Average Time	7:00 - 7:59 PM	0:02:57
Drive-Thru	Average Time	8:00 - 8:59 PM	0:03:01
Drive-Thru	Average Time	9:00 - 9:59 PM	0:03:06
Drive-Thru	Average Time	10:00 - 10:59 PM	0:03:15
Drive-Thru	Average Time	11:00 - 11:59 PM	0:03:23
[redacted]			**0:02:52**

Stall Average Time (Drive-In & Patio)			
Stall	Average Time	12:00 - 12:59 AM	0:03:54
Stall	Average Time	1:00 - 1:59 AM	0:04:20
Stall	Average Time	2:00 - 2:59 AM	0:05:04
Stall	Average Time	3:00 - 3:59 AM	0:04:25
Stall	Average Time	4:00 - 4:59 AM	0:03:50
Stall	Average Time	5:00 - 5:59 AM	0:02:17
Stall	Average Time	6:00 - 6:59 AM	0:02:09
Stall	Average Time	7:00 - 7:59 AM	0:02:22
Stall	Average Time	8:00 - 8:59 AM	0:02:31
Stall	Average Time	9:00 - 9:59 AM	0:02:46
Stall	Average Time	10:00 - 10:59 AM	0:03:08
Stall	Average Time	11:00 - 11:59 AM	0:03:14
Stall	Average Time	12:00 - 12:59 PM	0:03:29
Stall	Average Time	1:00 - 1:59 PM	0:03:12
Stall	Average Time	2:00 - 2:59 PM	0:03:09
Stall	Average Time	3:00 - 3:59 PM	0:03:26
Stall	Average Time	4:00 - 4:59 PM	0:03:18
Stall	Average Time	5:00 - 5:59 PM	0:03:22
Stall	Average Time	6:00 - 6:59 PM	0:03:31
Stall	Average Time	7:00 - 7:59 PM	0:03:37
Stall	Average Time	8:00 - 8:59 PM	0:03:41
Stall	Average Time	9:00 - 9:59 PM	0:03:45
Stall	Average Time	10:00 - 10:59 PM	0:03:50
Stall	Average Time	11:00 - 11:59 PM	0:03:48
[redacted]			**0:03:34**

COAST TO COAST
COMMERCIAL, LLC.

SONIC America's Drive-In.

26400 La Alameda Ste 210 • Mission Viejo, CA 92691 • (949) 680-4301 • (949) 680-4300 fax • www.coast2coastcommercial.com

April 29, 2010

Ms. Claire Flynn
Ms. Minoo Ashabi

Re: Costa Mesa Sonic Drive-In Sign Package

I would like to present to you the signage package for the Sonic Drive-In located at 3095 Harbor Boulevard. Attached is the sign package and a signage site simulation from the nearest residential property.

The maximum total sign area according to Table 13-115 "Sign Regulations" is calculated by 1.0 sq. ft. per ft. of lot width + .5 sq. ft. per ft. of lot depth. I used the dimensions from the survey and came up with 255.05 sq. ft. of total allowable sign area for the Sonic Drive-In. The sign package presents total sf. of 230.9 sq. ft. We are under the allowable signage sq. by 24.15 sq. ft.

The Sonic Drive-In subject property is located within 200 feet of a residential property. The Sonic Drive-In rear property line is approximately 168 feet from the rear property line of the multi family residential property located at 3090 Mace Avenue.

Freestanding Sign

According to the Costa Mesa City Code, commercial zones are allowed a freestanding sign with a maximum height of 25 feet. However, since we are within 200' of a residential property we must refer to Section 13-116. The code states that freestanding signs shall be limited to 7 feet in height **unless :** non-illuminated, **or,** placed in such a location that visibility from residentially-zoned property within 200 feet is completely obscured by permanent structures.

I have provided a site simulation from the only residential property that is within 200' of our property line. The property is a two story apartment complex located at 3090 Mace Avenue. The residential building is separated from the Sonic Drive-In property by a large 2 story office/medical building well over 25' in height.

The first floor level of the residential is unable to see past their own property line, there is absolutely no line of sight to the Sonic Drive-In. The rear of the residential building closest to the Sonic on the first floor is all parking garages with a 20' alley buffer between the building and an 8' block wall on the property line.

The second story only has two small windows in the rear of the building facing the direction of the Sonic Drive-In. Both windows and outside of the front door will have no line of sight to the Sonic Drive-In as well. As you can see in the signage simulation there will be no visual impact to the residential. The large office/medical building and tall, bushy, mature trees on the adjacent property will shield any possible view to the Sonic Drive-In.

Therefore, it is our interpretation that Sonic has satisfied the intent of Section 13-116. We have placed the freestanding illuminated sign in such a location that visibility from residentially zoned property within 200 feet is completely obscured by permanent structures. In addition, the fact the actual residential building is more than 350 feet from the Sonic sign proposed location, I would ask for this compromise.

We had also explored refacing the existing Long John Silver's sign, which is also considered allowed under current code, however we felt it was in the best interest of the city as well as Sonic to remove that sign and replace with a new and updated pole sign. The existing Long John Silver's sign is located almost completely in the sidewalk and the pole sign is extremely outdated and worn down. I would hope the city would feel it to be a fair compromise to remove the existing pole sign for a new pole sign in the new location setback off of the sidewalk and away from residential visibility, as outlined in our site plan.

A monument sign would not be sufficient or satisfactory to Sonic Corporate or Coast to Coast Commercial. This was a major deal point in the lease negotiation and was discussed as a "deal breaker". A monument sign would not allow Sonic Drive-In, a new business in Southern California, the adequate exposure that is needed for new ventures in an already saturated market. As you know, we are entering into a market with heavy competition and great signage and exposure, and a Sonic monument sign will become hidden behind the overgrown landscaping of the adjacent parcel and the traffic that backs up at the stop light in front of the property. These are major items of concern for the Sonic Drive-In business.

Building Signs

We are well within are allowable maximum sq. ft. for building signage and all signs are below 30' in height. The building signs on the tower are also within 200' of residential property. The actual tower and its illuminated signage is approximately 80' away from the sidewalk on Harbor Boulevard. Therefore, we can not rely on our building signage on the tower for adequate street frontage signage. The Sonic tower with signage is a key architectural feature to Sonic's brand identity, just as McDonald's has it's arches. The tower sign will provide visibility to the future re-developed shopping center and adjacent property to the south as well as protect brand identity.

Because we are within 200' of residential property lines we must again review Section 13-116. Again, we have provided the site simulation to prove that there is no visual impact to the residential property behind the office building. Therefore, we have satisfied item (b) Building signs shall be placed no higher than the first story level **unless :** non-illuminated, **or,** located so as not to be visible fromresidentially zoned property within 200 feet. Our tower and its signage is located so that it will never be visible to the residential property.

In conclusion, the sign package was prepared and submitted to comply with the city of Costa Mesa Zoning Codes. We feel that we have made every effort to satisfy the code and are well within the allowable signage. We have complied with the requirements of paragraphs (a) and (b) under Section 13-116 "Signs Adjacent to Residential Zones" and we have proved it will not have any adverse visual impacts on the residentially-zoned property within 200 feet.

If you have any questions please feel free to give me a call.

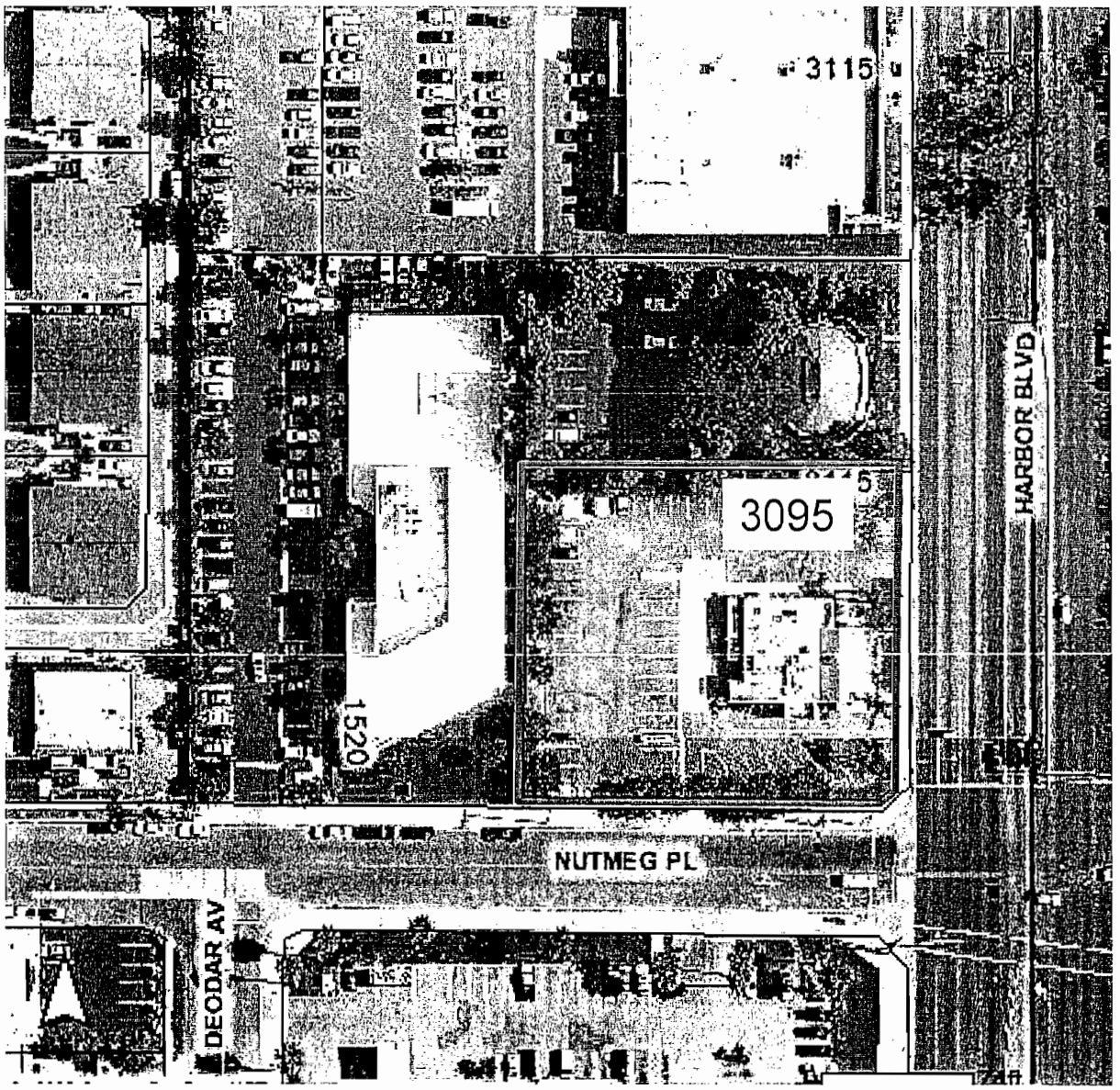
Sincerely,

Devon Wesselink

Devon Wesselink
Coast to Coast Commercial, LLC.

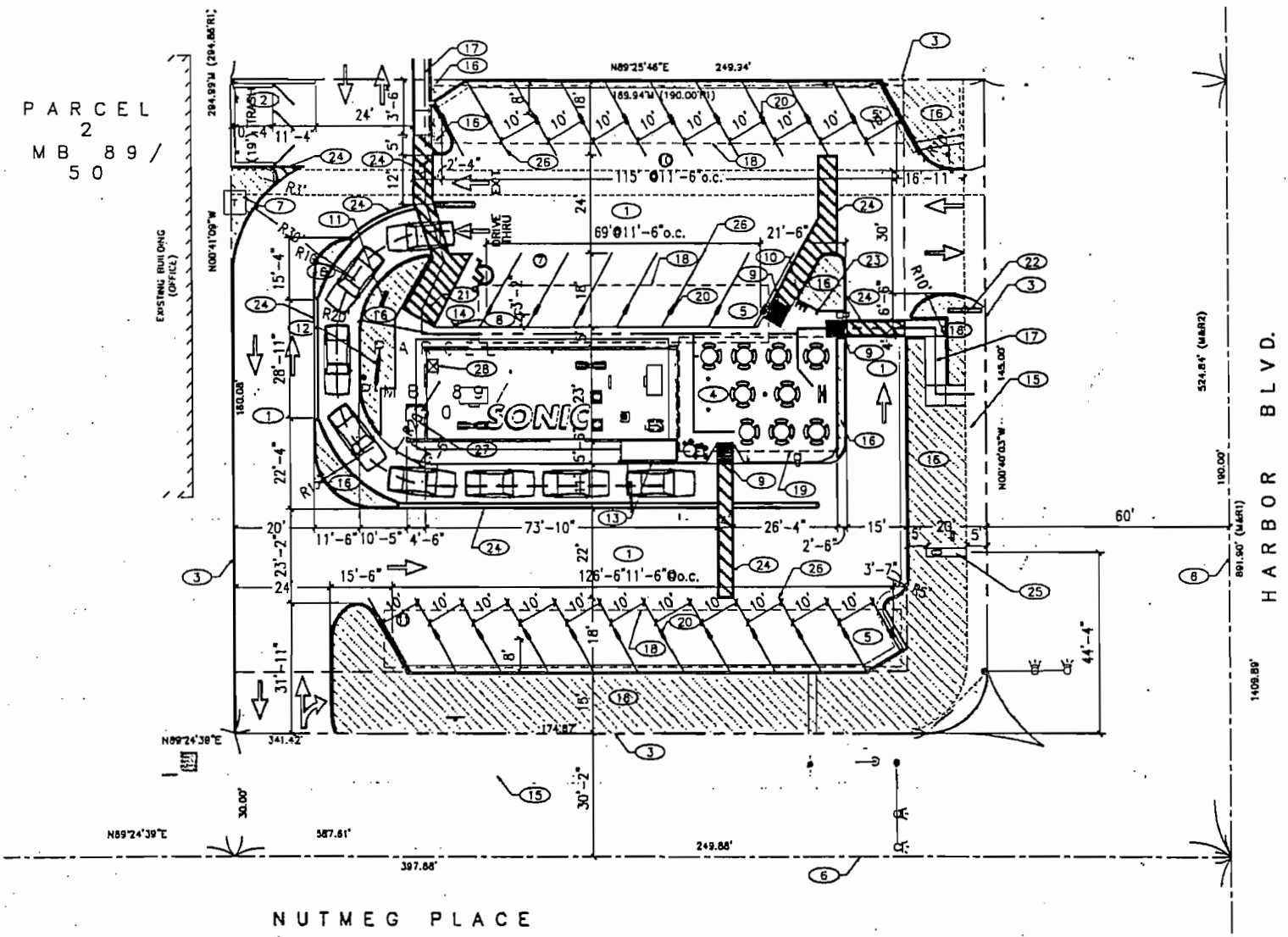
Location Map

3095 Harbor Blvd.
Sonic Burger



ATTACHMENT 4

SONIC DRIVE-IN TRIP GENERATION, QUEUING AND PARKING REVIEW
City of Costa Mesa, California



Received
City of Costa Mesa
Development Services Department

MAY - 5 2010

RK engineering group, inc.

RK engineering group, inc.

transportation planning • traffic engineering
acoustical engineering • parking studies

April 29, 2010

Mr. Devon Wesselink
COAST TO COAST COMMERCIAL, LLC
26400 La Alameda Suite 106
Mission Viejo, CA 92691

Subject: Sonic Drive-In Costa Mesa – Trip Generation, Queuing Analysis and Parking Evaluation

Dear Mr. Wesselink:

RK ENGINEERING GROUP, INC. (RK) is pleased to submit this traffic review for the proposed Costa Mesa Sonic Drive-In project. The proposed Sonic Drive-In is located at 3095 Harbor Boulevard in the City of Costa Mesa. The proposed site is located at the northwest corner of Harbor Boulevard and Nutmeg Place as shown in Exhibit A. The proposed project will replace an existing Long John Silver's drive-thru restaurant located at the site. The existing Long John Silver's restaurant includes a building of 2,887 square feet with a drive-thru. A copy of the existing site plan is shown in Exhibit B. The Long John Silver's has been in existence since 1976 at this location.

The proposed Sonic Drive-In site plan is shown in Exhibit C. The project would consist of an 1,585 square foot Sonic Drive-In building with an outdoor patio area on a 0.70 acre site. The project would have right-in/right-out access from Harbor Boulevard and full access from Nutmeg Place. The proposed project would closeoff the existing southerly driveway on Harbor Boulevard, which should improve traffic operations along Harbor Boulevard and facilitate ingress/egress from the site.

The Sonic Drive-In would include a drive-thru lane which would accommodate eight (8) vehicles as shown in the site plan. An additional four (4) queued vehicles could be stored in the drive aisle without blocking internal circulation. In addition, there would be twenty-eight (28) parking spaces used for drive-in service for the restaurant. These spaces would also accommodate any parking for employees. One of the special features of the Sonic drive-thru is the by-pass (bump-out) lane located within the drive-thru lane itself. This is for vehicles with small orders (i.e. drinks only) and allows those vehicles to leave the queue once they have been serviced within the drive-thru lane. This adds to the service capacity of the drive-thru facility. A complete description of the operation of typical Sonic Drive-In facilities is included in Appendix A. This document describes the facility itself, car hop service, menu, drive-in stalls, outdoor patio, dining area, drive-thru lanes, and bump-out lanes, which make Sonic drive-thrus operate significantly faster and more efficiently than other fast-food drive-thru facilities.

4000 westerly place, suite 280
newport beach, california 92660
tel 949.474.0809 fax 949.474.0902
http://www.rkengineer.com

The purpose of this trip generation, queuing and parking evaluation is to evaluate the proposed site plan with respect to on-site trip generation, queuing and on-site parking in comparison to the previous use. Based upon this review, the proposed project would function adequately from a traffic circulation standpoint. It should be noted that normally when a new Sonic Drive-In opens, there is substantial use of the facility beyond the typical peak demand, however, this higher demand typically drops off over time because of the unique features and menu of Sonic Drive-Ins. Because of this, it is recommended that a Transportation Management Program (TDM) be implemented during the first month of operation to adequately accommodate the facility at that time. It has been observed at numerous Sonic Drive-In locations that when the "newness" wears off, overall demand for the site is reduced to normal levels.

If you have any questions regarding this study, or would like further review, please do not hesitate to call us at (949) 474-0809.

Sincerely,
RK ENGINEERING GROUP, INC.

Robert Kahn

REGISTERED PROFESSIONAL ENGINEER
ROBERT KAHN
No. 0555
Exp. 12/31/11
TRAFFIC
STATE OF CALIFORNIA

Robert Kahn, P.E.
Principal

Attachments

RK:nq/RK7645
JN:2061-2010-01

SONIC DRIVE-IN
TRIP GENERATION, QUEUING ANALYSIS AND PARKING EVALUATION
City of Costa Mesa, California

Prepared for:

COAST TO COAST COMMERCIAL, LLC
26400 La Alameda Suite 106
Mission Viejo, CA 92691

Prepared by:

RK ENGINEERING GROUP, INC.
4000 Westerly Place, Suite 280
Newport Beach, CA 92660

Robert Kahn, P.E.

REGISTERED PROFESSIONAL ENGINEER
ROBERT KAHN
No. 0555
Exp. 12/31/11
TRAFFIC
STATE OF CALIFORNIA

April 29, 2010

RK:nq/RK7645
JN:2061-2010-01

Table of Contents

Section		Page
1.0	Introduction	1-1
2.0	Existing Conditions	2-1
3.0	Trip Generation	3-1
4.0	Queuing Analysis	4-1
5.0	Parking	5-1
6.0	Temporary Transportation Demand Management Plan	6-1
7.0	Conclusions	7-1

List of Attachments

Exhibits

Location Map ..... A

Existing Long John Silver's Site Plan ..... B

Proposed Sonic Drive-In Site Plan C

Project Recommendations ..... D

Tables

Empirical Trip Rates for Sonic Drive-In 1

Project Trip Generation 2

Trip Generation Comparison 3

Sonic Drive-In Queuing Analysis 4

Appendices

Sonic Drive-In Operations ..... A

Sonic Traffic Count Worksheets ..... B

Long John Silver's Restaurant Trip Generation Calculations C

Sonic Queuing Data ..... D

Queuing Calculations ..... E

Sample Transportation Management Plan ..... F

1.0 Introduction

The proposed Sonic Drive-In project is located at the northwest corner of Harbor Boulevard and Nutmeg Place in the City of Costa Mesa. The Sonic Drive-In will replace an existing Long John Silver's restaurant with drive-thru located on the site. The proposed project consists of raising the existing Long John Silver's drive-thru building to construct a new 1,585 square foot Sonic Drive-In restaurant with drive-thru window and small outdoor patio area located along the east side of the proposed building. Access to the existing site would be through an existing right-in/right-out access along Harbor Boulevard and a full access along Nutmeg Place. As previously noted, the existing southerly driveway along Harbor Boulevard serving the Long John Silver's restaurant will be eliminated, thereby reducing the number of driveways along Harbor Boulevard.

After discussions with the staff from the City of Costa Mesa Transportation Department, the proposed traffic study reviews the project's trip generation, drive-thru queuing, and facility parking.

The general location for the site is shown in Exhibit A and the existing Long John Silver's restaurant site plan is shown in Exhibit B. The proposed Sonic Drive-In restaurant site plan is shown in Exhibit C.

Visitors to the proposed Sonic Drive-In, have three (3) options with respect to a restaurant service: (1) Customers can enter the site from either Harbor Boulevard or Nutmeg Place and enter the drive-thru lane in a counterclockwise fashion. The drive-thru lane provides capacity for eight (8) vehicles and includes a "bump-out" lane that allows vehicles to leave the queue once they have been served in line. It should be noted that during high demand times, an order taker with electronic board is available to service the drive-thru queue. (2) Customers can park in any of the twenty-eight (28) parking spaces, order and eat directly within the vehicle. Car hops deliver the food directly to the vehicle, which can be ordered electronically at each of the parking space locations. (3) Customers can be serviced within the patio area. In this area, customers can order directly through an

electronic directory and be served within the outdoor dining area located on the east side of the proposed Sonic building.

As previously noted, the purpose of this traffic review is to review project trip generation in comparison to previous use, evaluate drive-thru queuing, and evaluate the adequacy of the proposed parking. The evaluation is based on reviews of similar Sonic Drive-In operations in the Orange County and other areas. The traffic review will determine any recommendations necessary to accommodate the project.

2.0 Existing Conditions

Exhibit B indicates the site plan of the existing Long John Silver's drive-thru restaurant, which includes 2,887 square feet of building. That restaurant included two (2) rignt-in/right-out access driveways along Harbor Boulevard and a full access along Nutmeg Place. The Long John Silver's restaurant has been in existence since 1976 and would be replaced by the proposed Sonic Drive-In. The Sonic building itself is considerably smaller than the existing Long John Silver's building. The Long John Silver's Restaurant has a drive-thru facility within the existing restaurant. The Sonic building is primarily a kitchen/preparation area consisting of 1,585 square feet, but the site would also include a small outdoor patio area located at the west side of the restaurant.

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3.0 Trip Generation

Trip generation represents the amount of traffic that is attracted and produced by a development. As part of this study, trip generation counts were conducted at three (3) similar Sonic Drive-in restaurants in California. One facility includes the existing Mission Viejo Sonic facility which was opened in 2009. That facility is similar in size and operation as the proposed Costa Mesa Sonic facility. The other two (2) sites were located in Bakersfield, California. These two (2) sites are similar in size and both are located along heavily traveled roadways. All sites include drive-in, car hop service from parking spaces and patio service. Peak hour counts were conducted at all three (3) locations during AM (7:00 – 9:00 AM), midday (11:00 – 1:00 PM) and PM (4:00 – 6:00 PM) peak hours. The peak hour trip generation for both sites as well as the resulting average trip generation rates for each individual peak hour are shown in Table 1. The proposed project is projected to generate approximately 66 vehicles per hour during the AM peak hour, 122 vehicles during the midday peak hour and 93 vehicles per hour during the PM peak hour. The trip generation for the proposed project is shown in Table 2. Copies of the traffic counts for each site are included in Appendix B.

The existing site consists of a 2,886 square foot Long John Silver's restaurant with a drive-thru. Although the Long John Silver's restaurant is not necessarily similar to other fast-food restaurants, a trip generation comparison has been made to the proposed Sonic Drive-in facility. RK has utilized trip generation rates from the ITE (Institute of Transportation Engineers) Trip Generation Manual, 8th Edition, 2008. RK has utilized trip rates for both ITE Trip Code 934 for fast-food restaurant with drive-thru and also trip rates for high-turnover restaurant sit-down restaurant (ITE Trip Code 932). Trip generation calculations are included in Appendix C. The former represents typical trip characteristics for fast-food restaurants with drive-thru, while the latter represents (high-turnover sit-down restaurant) without a drive-thru lane. In reality, the Long John Silver's restaurant trip generation is somewhere in between these two (2) uses with respect to trip generation. A comparison of these two types of uses

in comparison to the Sonic Drive-In trip generation is included in Table 3. As shown in Table 3, the proposed project would generate similar trip generation as the previous use.

4.0 Queuing Analysis

The City of Costa Mesa has requested a queuing analysis for the proposed Sonic Drive-In facility. RK performed a drive-thru queuing analysis as part of this study to review the expected queue at the proposed project site in Costa Mesa. This included an actual field survey of queuing (empirical analysis) and also a theoretical queuing analysis using a queuing formula. As part of the data collection effort, the queue length at each of the three (3) sample locations was recorded at one-minute intervals at each of the AM, midday, and PM peak hour intervals. The sample locations included the Mission Viejo Sonic Drive-In and two similar sites in Bakersfield. Queuing counts are included in Appendix D.

Using this data, RK was able to calculate the average, maximum and 95th percentile design queues at similar types of facilities. These existing queue lengths are shown in Table 4. Using this information, the expected 95th percentile queue at the proposed project site is expected to be between six and eight vehicles. The proposed site plan provides for storage for approximately eight (8) vehicles onsite without encroaching into the drive aisle. It should be noted, however, that additional storage is available in the drive aisle, since it is 24 feet in width and can accommodate two (2) lanes of traffic. A total of 12 vehicles can be accommodated without encroaching into the main driveway at Harbor Boulevard. Therefore, the expected queues can be accommodated without interfering with internal circulation or the adjacent roadways.

In order to verify the empirical queuing analysis, RK has also completed a theoretical queuing analysis based upon queuing theory. The queuing formula is based upon a procedure included in the *Transportation and Land Development, ITE, 1988.* This analysis uses the expected demand rate for the drive-thru, number of drive-thru lanes and service rate of the drive-thru.

RK's field studies have shown that the average service rate at the drive-thru window is approximately forty (40) vehicles per hour. The maximum peak in-bound demand for the entire Sonic restaurant is fifty-seven (57) vehicles per hour. Typically, 40% of the Sonic business is from the drive-thru lane. For the theoretical queuing analysis, RK has assumed approximately 50% of the vehicles would use the drive-thru lane or a demand rate of twenty-eight (28) vehicles per hour. Based upon the queuing analysis this would result in a queue length of seven (7) vehicles, which would not be exceeded 95% of the time. This is similar to the empirical field queuing study which showed a 95% queue of seven (7) vehicles. This can be accommodated by the drive-thru lane that has a minimum capacity of eight (8) vehicles with additional space for four (4) vehicles in the double drive aisle. Therefore, the drive-thru storage is sufficient and the theoretical queuing analysis confirms the actual field study (empirical analysis). Queuing calculations are included in Appendix E.

5.0 Parking

The proposed project provides for a total of twenty-eight (28) parking spaces, including one (1) accessible space located adjacent to the drive-thru lane. In addition, the drive-thru lane can accommodate eight (8) vehicles in the drive-thru lane without encroaching into the drive aisle. As previously mentioned, additional drive-thru storage is available (4 spaces) since the drive aisle is wide enough to accommodate two (2) traffic lanes.

The Costa Mesa Parking Code requires this type of use to have one (1) parking space for every 1,000 square foot of building plus any outdoor seating area. The Sonic building is 1,585 square feet and the outdoor patio is approximately 1,200 square feet. This would require a total of twenty-eight (28) parking spaces. Based upon the size of the building and outdoor patio area, the proposed site plan provides for a total of twenty-eight (28) parking spaces, therefore the project can be accommodated based upon the City of Costa Mesa parking code.

The City of Costa Mesa has asked if the project can accommodate its employee parking. It is anticipated that approximately five (5) employees would be located on-site at any one time. This has been based upon historical operations at other Sonic Drive-In locations. Typically most employees do not drive to work. Employees typically are dropped off, take public transit or bike to work. It is expected that about two (2) employees will need to park. The employees can park within one or two of the twenty-eight (28) parking spaces on site. Based upon typical operations, there will be always two (2) additional spaces available for employees to park within the proposed site.

In conclusion, based upon the City of Costa Mesa Parking Code and the proposed site plan, there is adequate parking to accommodate the proposed project.

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6.0 Temporary Transportation Demand Management Plan

As with any new, unique restaurant, there is additional use when Sonic Drive-Ins first open. This typically occurs during the first month of operation. After that time, "newness" of the Sonic restaurant typically wears off and more standard use patterns then develop. Initially, it is desirable to develop a temporary Transportation Demand Management (TDM) plan to accommodate the initial increased peak demands for the site. This will include possible off-site parking for any employees and staging areas to accommodate excess demand during the initial one month operational period.

Sonic is familiar with these types of Transportation Demand Management Plans and have implemented them at all their new restaurant facilities. The typical operations are described in the Operational packet included in Appendix F. This document provides general information on transportation management operations during the initial opening of Sonic facilities. It is recommended that a final Transportation Demand Management Plan be implemented prior to opening the Sonic Drive-In, which would describe the location of any staging and off-site parking areas and would be submitted to the City of Costa Mesa for their review.

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7.0 Conclusions

RK has completed a trip generation evaluation, queuing analysis and parking review for the proposed Sonic facility. The proposed project would generate 66 vehicles per hour during the AM peak hour, 122 vehicles per hour during the midday peak hour, and 93 vehicles per hour during the PM peak hour. Trip generation characteristics are similar to the previous Long John Silver's restaurant, with a drive-thru that previously operated at the site.

A queuing analysis has been reviewed for the site based upon a similar facility in the City of Mission Viejo and two (2) other facilities currently in operation in the Bakersfield area. Based upon the empirical data during peak periods, it is anticipated that the peak queuing would be approximately 6-8 vehicles. This queuing can be accommodated within the proposed site plan for the site without encroaching upon the adjacent roadway. The proposed bump-out lane and electronic ordering within the drive-thru facility will help facilitate traffic operations within the drive-thru queuing area.

The proposed project provides for twenty-eight (28) parking spaces within the site that can accommodate guests using car hop service or who desire to eat within the patio area. It is also sufficient to accommodate the parking demand for any employees who drive to work.

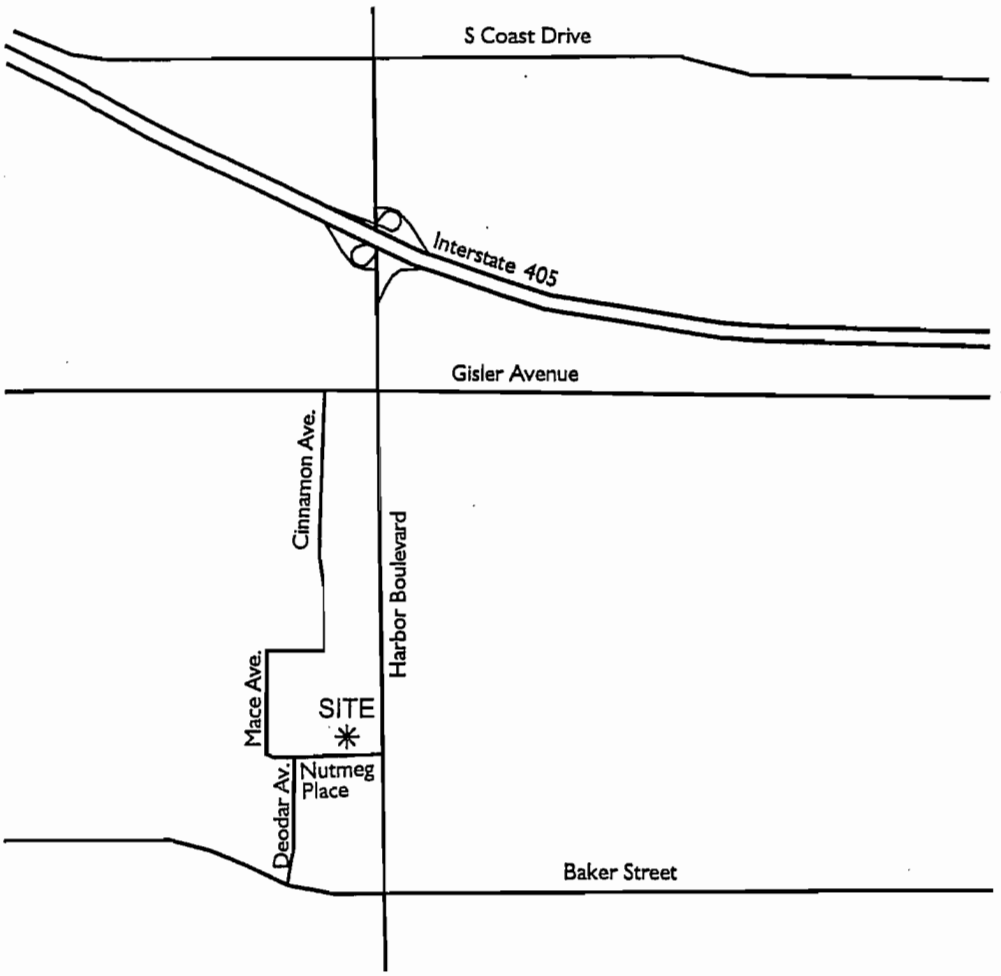
RK recommends a Transportation Demand Management (TDM) plan be established prior to the opening of the Costa Mesa Sonic facility. This Transportation Demand Management plan would describe the efforts necessary during the first month of operation when initial demand is significantly higher for the project. During this time, additional parking will be provided off-site, along with staging areas to accommodate additional demand that typically occurs during the first month of Sonic Drive-Ins.

Overall project recommendations are included in Exhibit D for signage, striping and the TDM plan. Visitors will enter and exit the site similar to the current conditions for the Long John Silver's restaurant, however, the southerly driveway at Harbor Boulevard would be

eliminated, which is a benefit from a traffic impact standpoint upon this review, therefore the Sonic Drive-In project can be accommodated within the City of Costa Mesa.

Exhibits

Exhibit A
Location Map



Legend:

✳ = Project Site

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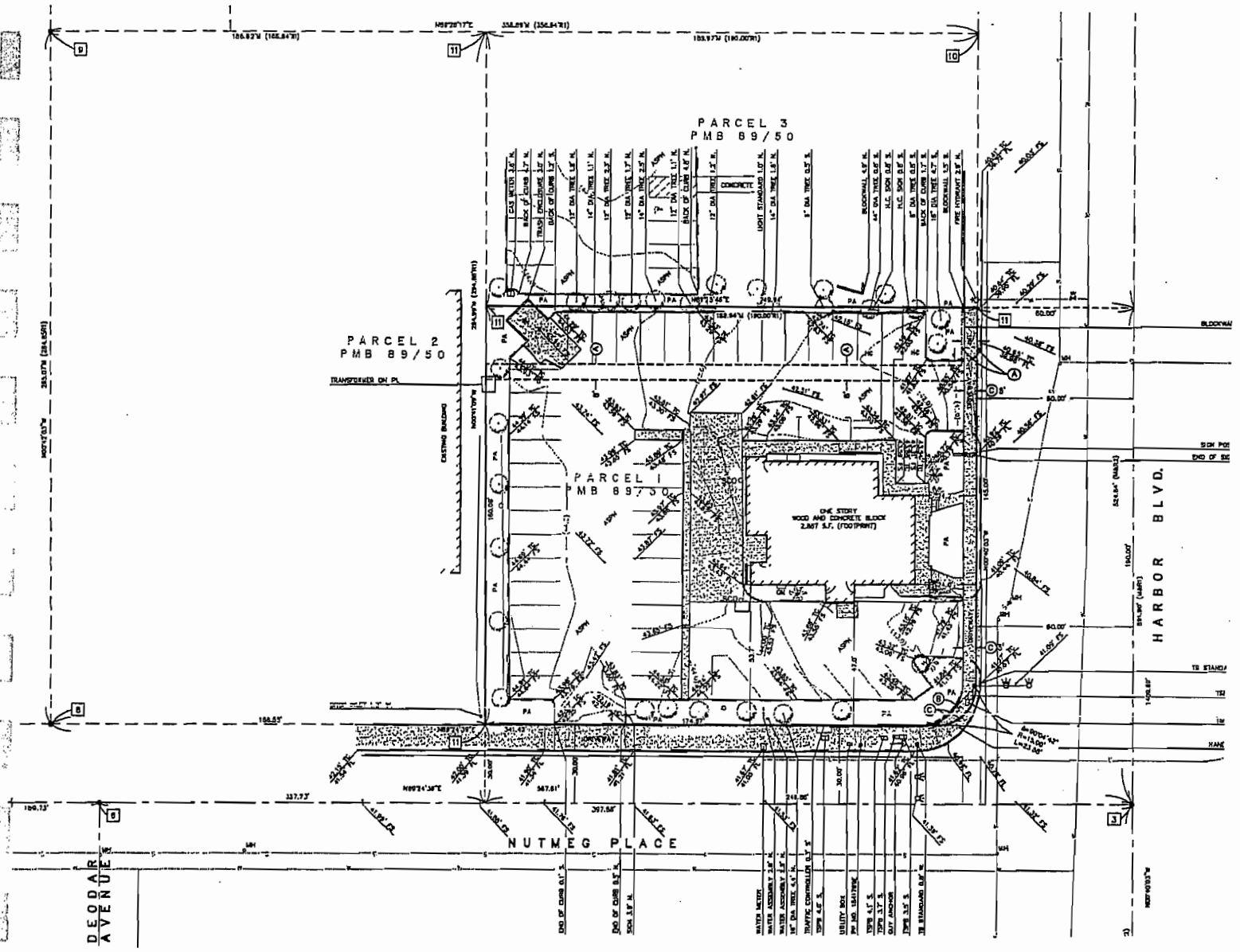
Exhibit B

Existing Long John Silvers Site Plan



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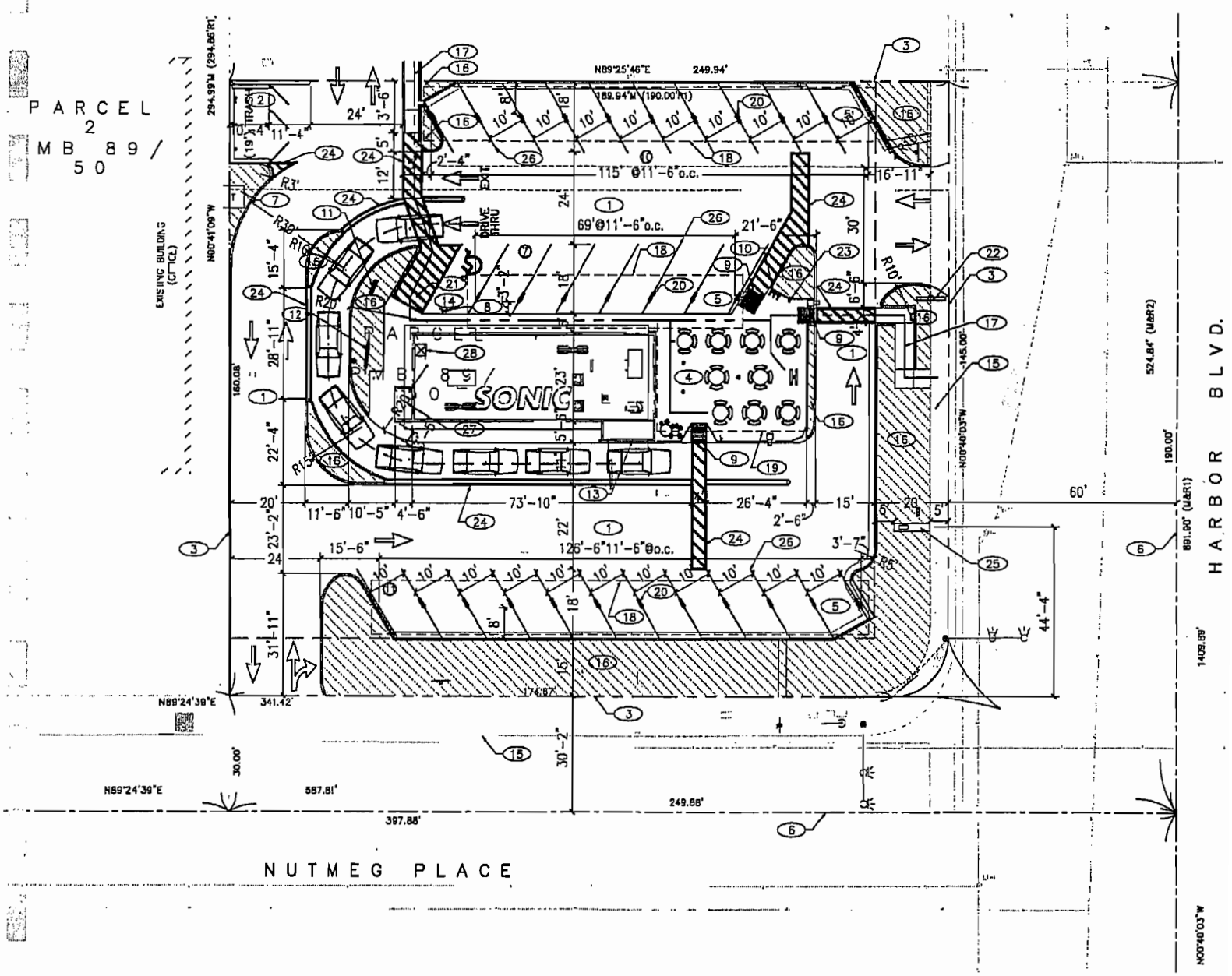
RK engineering group, inc.

Exhibit C

Proposed Sonic Drive-In Site Plan



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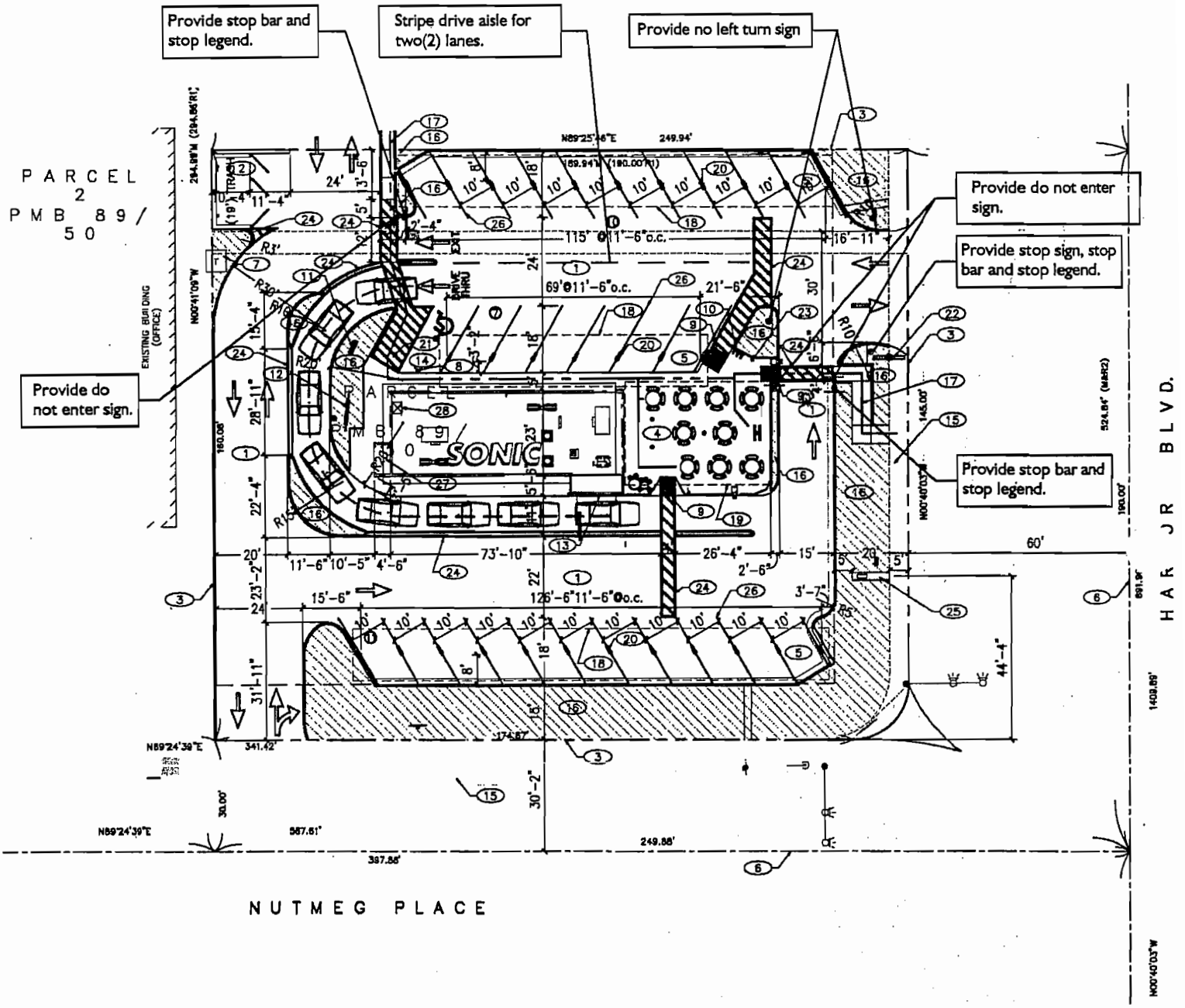
RK engineering group, inc.

Exhibit D

Project Recommendations



Legend:

✳ = Project Site

= Sign

N

Recommendations:

1. Provide temporary TDM (Transportation Demand Management) plan during the first month of operations.
2. Provide Electronic Remote Ordering during peek periods within the drive-thru lane.
3. Stripe the westbound northerly drive aisle with two lanes.

Tables

TABLE 1

Empirical Trip Rates for Sonic Drive-In

Site	Size (TSF)[1]	Peak Hour								
		AM			MID			PM		
		In	Out	Total	In	Out	Total	In	Out	Total
Site 1: 25502 Jeronimo Road Mission Viejo, CA	1.567	12	12	24	29	24	53	36	41	77
Total		12	12	24	29	24	53	36	41	77
Average Rate[2]		**7.66**	**7.66**	**15.32**	**18.51**	**15.32**	**33.82**	**22.97**	**26.17**	**49.14**

Site	Size (TSF)[1]	Peak Hour								
		AM			MID			PM		
		In	Out	Total	In	Out	Total	In	Out	Total
Site 2: 8875 Rosedale Highway, Bakersfield CA	1.408	29	29	58	47	64	111	36	51	87
Site 3: 1227 Olive Street, Bakersfield CA	1.413	29	29	58	54	52	106	37	41	78
Total	2.821	58	58	116	101	116	217	73	92	165
Average Rate[2]		**20.56**	**20.56**	**41.12**	**35.80**	**41.12**	**76.92**	**25.88**	**32.61**	**58.49**

[1] TSF = Thousand Square Feet

[2] Trips per 1,000 square feet of building area

TABLE 2

Project Trip Generation

Land Use	Quantity	Units[1]	Peak Hour								
			AM			MID			PM		
			In	Out	Total	In	Out	Total	In	Out	Total
Sonic Drive-In Restaurant[2]	1.585	TSF	33	33	66	57	65	122	41	52	93

Existing Use

Land Use	Quantity	Units[1]	Peak Hour								
			AM			MID[3]			PM		
			In	Out	Total	In	Out	Total	In	Out	Total
Fast-food Restaurant w/ Drive-thru											
Long John Silver's w/ Drive-thru	2.887	TSF	73	70	143	73	70	143	51	47	98
High Turn-over (Sit-down) Restaurant											
Long John Silver's w/ Drive-thru	2.887	TSF	17	16	33	17	16	33	19	13	32
Average of Fast-food and											
High Turn-over (Sit-down) Restaurant	2.887	TSF	45	43	88	45	43	88	35	30	65

[1] TSF = Thousand Square Feet

[2] Based upon the higher trip rates from the Bakersfield Sonic Drive-In

[3] Assumed to be similar to the AM peak hour

TABLE 3

Trip Generation Comparison

Land Use	Peak Hour								
	AM			MID[1]			PM		
	In	Out	Total	In	Out	Total	In	Out	Total
Sonic Drive-In Restaurant	33	33	66	57	65	122	41	52	93
Long John Silver's Drive-in Restaurant	45	43	88	45	43	88	35	30	65
Difference	-12	-10	-22	12	22	34	6	22	28

[1] Based upon the AM ITE Trip Generation Rates

TABLE 4
Sonic Drive-In Queuing Analysis

Location	Building (Square Feet)	Number of Vehicles in the Drive-Thru								
		AM (7-9 AM)			Noon (11-1 PM)			PM (4-6 PM)		
		Ave	Max	95%	Ave	Max	95%	Ave	Max	95%
25502 Jeronimo Road, Mission Viejo	1,567	1.1	4	3	1.9	7	6	2.8	7	7
8875 Rosedale Hwy, Bakersfield	1,408	1.6	4	3	2.8	6	6	3.0	8	6
1227 Olive Drive Bakersfield	1,413	1.3	4	4	2.7	6	5	2.9	6	5
Proposed Costa Mesa Sonic 3095 Harbor Boulevard, Costa Mesa[1]	1,585	8	8	8	8	8	8	8	8	8

[1] Drive-Thru Storage provided for Costa Mesa Sonic. An additional four (4) spaces are available with the two (2) lane drive aisle without blocking the driveway or other internal circulation aisles.

Appendices

Appendix A

Sonic Drive-In Operations

JDA
ASSOCIATES

March 3rd, 2010

City of Costa Mesa
Planning & Traffic Divisions
77 Fair Drive
Costa Mesa, CA 92628-1200

RE: Proposed Sonic Drive-In Facility, 3095 Harbor Boulevard

Thank you for reviewing the following pages, this information is being provided with the intent of satisfying and expanding both the planning and traffic departments understanding of this facilities daily operations as well as a brief introduction to the franchisee and corporations identity. This description is also intended to assist the cities planning staff toward a determination for parking requirements for the project.

Coast to Coast Commercial

The applicant / lessee of the property is a family owned franchise operator/developer that has been in the fast food restaurant business for more than 25 years. The second generation of this family has invested in the Southern California regional rights to develop Sonic Drive-In restaurants. Their first venture in this market began in the city of Santa Ana at the intersection of Fairview and Mac Arthur Boulevards. That location is currently under construction with an expected opening date near the beginning of May. The second location was started after Santa Ana but completed before it in Mission Viejo. A third location also started after Santa Ana has been completed in Duarte. All three locations have integrated characteristics of the surrounding communities while balancing elements of the national image.

This opportunity in Costa Mesa will also exercise the same community balance in the exterior elevations while retaining the unique image the Sonic Burger facilities are known for.

Sonic Drive-In

SONIC, America's Drive-In (NASDAQ/SONC) is the nation's largest chain of drive-in restaurants. Sonic started as a hamburger and root beer stand in 1953 in Shawnee, Oklahoma, called Top Hat Drive-In, and then changed its name to SONIC in 1959. The first drive-in to adopt the Sonic name is still serving customers in Stillwater, Oklahoma. Throughout its 56-year history SONIC has enjoyed one of the highest customer frequency rates in the quick-service restaurant industry.

More than a million customers eat at Sonic every day. For more than 50 years, Sonic Corp has built a dominate position in the drive-in restaurant business. Sonic currently operates more than 3,600 drive-in's specializing in made-to-order food, and is known for its specialty menu items and unique drink combinations with a wide variety of frozen favorite treats. You can order an astounding array of drink combinations making Sonic an ultimate drink stop.

2900 Bristol Street, Building A, Suite 203, Costa Mesa, CA 92626
Phone (949) 261-8805 Fax (949) 261-8053

JDA
ASSOCIATES

The Facility

The corporation has two standard prototypes, this facility is based on the smaller version and is customized to a 1,585 square foot structure that houses the kitchen and toilet facilities.

The Sonic Drive-In restaurant will provide each customer with a unique dining experience. Sonic's distinctive use of drive-in stall speakers allows customers to place food orders without ever leaving their cars. The Sonic Drive-In will provide drive-in stalls, handicap parking, outdoor patio dining (no inside dining), and drive-thru service as well.

Carhops

Personal Carhop service is one of many reasons customers enjoy visiting Sonic Drive-in. Frequently seen spinning by on roller skates, smiling Carhops personally deliver orders right to customers' cars along dedicated paths within the facility. What's more, Carhops check back to ensure a quality experience. Each customer receives a mint with a drink, dessert or meal purchase – a tradition started by company founder Troy Smith Sr. to remind customers they are worth a mint at Sonic.

Menu

Sonic's award-winning menu offers a variety of unique menu items made after you order. Sonic has one of the most extensive and diverse menu's in the Quick Service Restaurant industry. Unique menu items include TOASTER Sandwiches (made with thick Texas toast), Extra-Long Chili Cheese Coney Hot Dogs, hand-battered Onion Rings, Tater Tots and a plethora of drink and dessert choices, such as Cherry Limeades or Premi-Yum! Cream Pie Shakes. Sonic has more than 168,000 drink combinations, making it Your Ultimate Drink Stop! Sonic's diverse menu and large assortment of snack foods and drinks help evenly spread the Sonic day part. This evenly spread demand gives the Sonic operation an edge when compared to other QSR's. Most other QSR's experience heavy lunch and dinner rush times, often creating longer wait times and therefore congestion.

Drive-In Stalls

The standard Sonic Drive-In stall is designed at a 60 degree angle and covered with a metal canopy. Sonic customers can pull into the drive-in stall with a menu board located along the driver side window. Once they are ready to order food or drinks, customers will simply press a button on the menu board. A Sonic employee from inside the building will greet the customer and take the order from a two way speaker located on the menu board.

To pay for the food, the customer can insert a credit card into a built-in credit card reader (PAYS system) on the menu board. After the card is inserted, the payment is processed, and the customer can wait in the comfort of their car for their order to be delivered by a smiling Carhop. If the customer would prefer to use cash, a Carhop will collect the money and give the customer the appropriate change at the time the food is delivered.

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The Carhop will deliver the order to the car on window hanging trays. It is an option to have the Carhops on roller skates, just like an old fashion drive-in. They are trained to stay within or near the labeled paths of travel between the stalls and the building.
After the customer has finished eating, the Carhop will collect the tray and trash from the customer, which is part of their job as a server.

Patio Dining

Sonic Drive-In does not have inside dining (the building is a large kitchen). Customers have the option to order from a menu board placed on the patio area and dine outside underneath the Sonic canopy. This menu board operates the same way as the drive-in menu boards operate. Customers will place their order through the speaker box on the menu. The customer can pay with a credit card through the menu board or cash with a Carhop. The order is then delivered with the customer's name to the patio table by a Carhop.

Drive-thru Lane

This component is essential for Sonic as they make their expansion into California, due to the fast-paced lifestyle associated with living here. Typical quick service restaurants with drive-thru do 65 - 75% of their volume through the drive-thru. With Sonic's car hop service the average volume at the drive-thru is reduced to less than 41% of total sales when both methods are operating. For the safety of the employees the car hop service terminates during the late night hours after 12:00 a.m.

Bump Out Door and Lane

The Sonic drive-thru is much quicker than other QSR drive-thru lanes. The average wait time for a Sonic drive-thru customer averages below three minutes. The average wait time for other QSR drive-thru customer is usually over four minutes, and in some cases (In-N-Out) up to ten minutes!
The reason for this lightning fast service is the utilization of what is called the "bump out lane".
If a customer has a small order, it is possible they may be stuck waiting in line behind a large order for many minutes at other QSR drive-thru's. At Sonic, the staff recognizes small orders that can be serviced quickly and a Carhop will come out of a special "bump out door" next to the pickup window. The Carhop will deliver the customer the small order, collect their money or credit card, and process the transaction curbside. After the customer has received their order and any change, the customer can simply and cautiously pull their car out of the drive-through lane into the adjacent "bump out lane" (with the assistance of the Carhop) and then exit the property. With this "bump out" service we are able to drastically increase the speed of service and therefore increase the drive-thru stacking potential by moving cars through the drive-thru at a much quicker pace. This is just another unique feature to Sonic Drive-In!

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Ticket and Average Time Characteristics
I am including reports provided to us by Sonic Drive-In's corporate office. These reports are a summary of all the chains stores over a 12 month period resulting in an annualized summary of the design characteristics these locations all have in common.

Average Time
Over a 24 hour period the Average Time (Month) report represents the integration of Sonics' unique facility design. Beginning around 8:00am and ending around 6:00pm (referred to here as daylight hours, a 10 hour cycle) the average time to complete an order actually is less than the period between 6:00pm and 8:00am (night time hours, a 14 hour cycle) because of the use of the "bump out" door and lane (as previously described) and the personal car hop (in car) service to the stalls.
The average service time can be broken down as follows:

Daylight Hour Service - 0:02:04 Average Time (2 minute, 4 second turnover rate)
Night Time Hour Service – 0:02:57 Average Time (2 minute, 57 second turnover rate)

In summary, the usage of the "bump out" and the car hop service reduces almost a full minute in the completion of the order.

Ticket Counts
This 24 hour report period represents the average number of sales through the course of a day. As indicated in the previous Drive Thru Lane section these facilities do not experience a "peak Period" at lunch time. In fact, if there is an increase it occurs mid afternoon around 3:00pm.

The other information that should be recognized is to compare the percentage of stall to drive thru usage. Using a similar period of review as before for Daylight Hour Service but breaking down the night time service into Early Morning Hour Service (midnight to 8:00am) and Night Time Hour Service (8:00pm to midnight) yields the true user base for this product. The following percentages of usage are very evident:

Daylight Hour Service- 36 total average # of visitors
Drive Thru – 14.7 average # of visitors (41%)
Stalls – 21.3 average # of visitors (59%)

Night Time Hour Service – 23 total average # of visitors
Drive Thru – 9.3 average # of visitors (39%)
Stalls – 14 average # of visitors (61%)

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Early Morning Hour Service – 6 total average # of visitors
Drive Thru – 4.5 average visitors (75%)
Stalls – 1.5 average # of visitors (25%)

These results show a consistent usage ratio between the stalls and drive thru not exceeding 40% of total sales. This is a testament to the philosophy Sonic has employed in the design of their locations.

While this concept may be new to Costa Mesa I hope this description of the design features, the usage characteristics and the business concept have been shared in a way that has both brought you to understand this proposed facility and create interest in the business concept. If you have any questions or need additional clarification on any part of this description we look forward to answering your questions and achieving an approval so we may begin the permit process.

Cordially,

John A. DeFrenza
Architect

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Phone (949) 261-8805 Fax (949) 261-8053

Ticket Count Daily AUV (Month)

This information is a compilation of the nationwide chain.

Drive-Thru Average Ticket Count		12 Mo Average
Drive-Thru	12:00 - 12:59 AM	4
Drive-Thru	1:00 - 1:59 AM	5
Drive-Thru	2:00 - 2:59 AM	4
Drive-Thru	3:00 - 3:59 AM	3
Drive-Thru	4:00 - 4:59 AM	2
Drive-Thru	5:00 - 5:59 AM	2
Drive-Thru	6:00 - 6:59 AM	5
Drive-Thru	7:00 - 7:59 AM	11
Drive-Thru	8:00 - 8:59 AM	11
Drive-Thru	9:00 - 9:59 AM	10
Drive-Thru	10:00 - 10:59 AM	10
Drive-Thru	11:00 - 11:59 AM	14
Drive-Thru	12:00 - 12:59 PM	18
Drive-Thru	1:00 - 1:59 PM	16
Drive-Thru	2:00 - 2:59 PM	20
Drive-Thru	3:00 - 3:59 PM	21
Drive-Thru	4:00 - 4:59 PM	14
Drive-Thru	5:00 - 5:59 PM	13
Drive-Thru	6:00 - 6:59 PM	12
Drive-Thru	7:00 - 7:59 PM	11
Drive-Thru	8:00 - 8:59 PM	11
Drive-Thru	9:00 - 9:59 PM	9
Drive-Thru	10:00 - 10:59 PM	8
Drive-Thru	11:00 - 11:59 PM	5
Drive-Thru Average Daily Ticket Count		240
Drive-Thru Average Hourly Ticket Count (24 hr)		10

Stall (Drive-In & Patio) Average Hourly Ticket Count		
Stall	12:00 - 12:59 AM	1
Stall	1:00 - 1:59 AM	0
Stall	2:00 - 2:59 AM	0
Stall	3:00 - 3:59 AM	0
Stall	4:00 - 4:59 AM	0
Stall	5:00 - 5:59 AM	0
Stall	6:00 - 6:59 AM	3
Stall	7:00 - 7:59 AM	8
Stall	8:00 - 8:59 AM	9
Stall	9:00 - 9:59 AM	10
Stall	10:00 - 10:59 AM	13
Stall	11:00 - 11:59 AM	24
Stall	12:00 - 12:59 PM	33
Stall	1:00 - 1:59 PM	25
Stall	2:00 - 2:59 PM	29
Stall	3:00 - 3:59 PM	30
Stall	4:00 - 4:59 PM	20
Stall	5:00 - 5:59 PM	20
Stall	6:00 - 6:59 PM	20
Stall	7:00 - 7:59 PM	18
Stall	8:00 - 8:59 PM	17
Stall	9:00 - 9:59 PM	14
Stall	10:00 - 10:59 PM	10
Stall	11:00 - 11:59 PM	5
Stall Average Daily Ticket Count		309
Stall Average Hourly Ticket Count (24 hr)		13

Average Time (Month)

This information is a compilation of the nationwide chain.

Drive-Thru Average Time			Trailing 12 Mo. Average Time
Drive-Thru	Average Time	12:00 - 12:59 AM	0:03:34
Drive-Thru	Average Time	1:00 - 1:59 AM	0:03:29
Drive-Thru	Average Time	2:00 - 2:59 AM	0:03:31
Drive-Thru	Average Time	3:00 - 3:59 AM	0:03:13
Drive-Thru	Average Time	4:00 - 4:59 AM	0:02:46
Drive-Thru	Average Time	5:00 - 5:59 AM	0:02:10
Drive-Thru	Average Time	6:00 - 6:59 AM	0:01:50
Drive-Thru	Average Time	7:00 - 7:59 AM	0:01:57
Drive-Thru	Average Time	8:00 - 8:59 AM	0:02:01
Drive-Thru	Average Time	9:00 - 9:59 AM	0:02:09
Drive-Thru	Average Time	10:00 - 10:59 AM	0:02:25
Drive-Thru	Average Time	11:00 - 11:59 AM	0:02:35
Drive-Thru	Average Time	12:00 - 12:59 PM	0:02:47
Drive-Thru	Average Time	1:00 - 1:59 PM	0:02:34
Drive-Thru	Average Time	2:00 - 2:59 PM	0:02:27
Drive-Thru	Average Time	3:00 - 3:59 PM	0:02:38
Drive-Thru	Average Time	4:00 - 4:59 PM	0:02:36
Drive-Thru	Average Time	5:00 - 5:59 PM	0:02:43
Drive-Thru	Average Time	6:00 - 6:59 PM	0:02:51
Drive-Thru	Average Time	7:00 - 7:59 PM	0:02:57
Drive-Thru	Average Time	8:00 - 8:59 PM	0:03:01
Drive-Thru	Average Time	9:00 - 9:59 PM	0:03:06
Drive-Thru	Average Time	10:00 - 10:59 PM	0:03:15
Drive-Thru	Average Time	11:00 - 11:59 PM	0:03:23
			0:02:52

Stall Average Time (Drive-In & Patio)			
Stall	Average Time	12:00 - 12:59 AM	0:03:54
Stall	Average Time	1:00 - 1:59 AM	0:04:20
Stall	Average Time	2:00 - 2:59 AM	0:05:04
Stall	Average Time	3:00 - 3:59 AM	0:04:25
Stall	Average Time	4:00 - 4:59 AM	0:03:50
Stall	Average Time	5:00 - 5:59 AM	0:02:17
Stall	Average Time	6:00 - 6:59 AM	0:02:09
Stall	Average Time	7:00 - 7:59 AM	0:02:22
Stall	Average Time	8:00 - 8:59 AM	0:02:31
Stall	Average Time	9:00 - 9:59 AM	0:02:46
Stall	Average Time	10:00 - 10:59 AM	0:03:08
Stall	Average Time	11:00 - 11:59 AM	0:03:14
Stall	Average Time	12:00 - 12:59 PM	0:03:29
Stall	Average Time	1:00 - 1:59 PM	0:03:12
Stall	Average Time	2:00 - 2:59 PM	0:03:09
Stall	Average Time	3:00 - 3:59 PM	0:03:26
Stall	Average Time	4:00 - 4:59 PM	0:03:18
Stall	Average Time	5:00 - 5:59 PM	0:03:22
Stall	Average Time	6:00 - 6:59 PM	0:03:31
Stall	Average Time	7:00 - 7:59 PM	0:03:37
Stall	Average Time	8:00 - 8:59 PM	0:03:41
Stall	Average Time	9:00 - 9:59 PM	0:03:45
Stall	Average Time	10:00 - 10:59 PM	0:03:50
Stall	Average Time	11:00 - 11:59 PM	0:03:48
			0:03:34

Appendix B

Sonic Traffic Count Worksheets

Mission Viejo

Mission Viejo Sonic Drive In

Project # 10-5162-001
Location: 25502 Jeronimo Rd
City: Mission Viejo

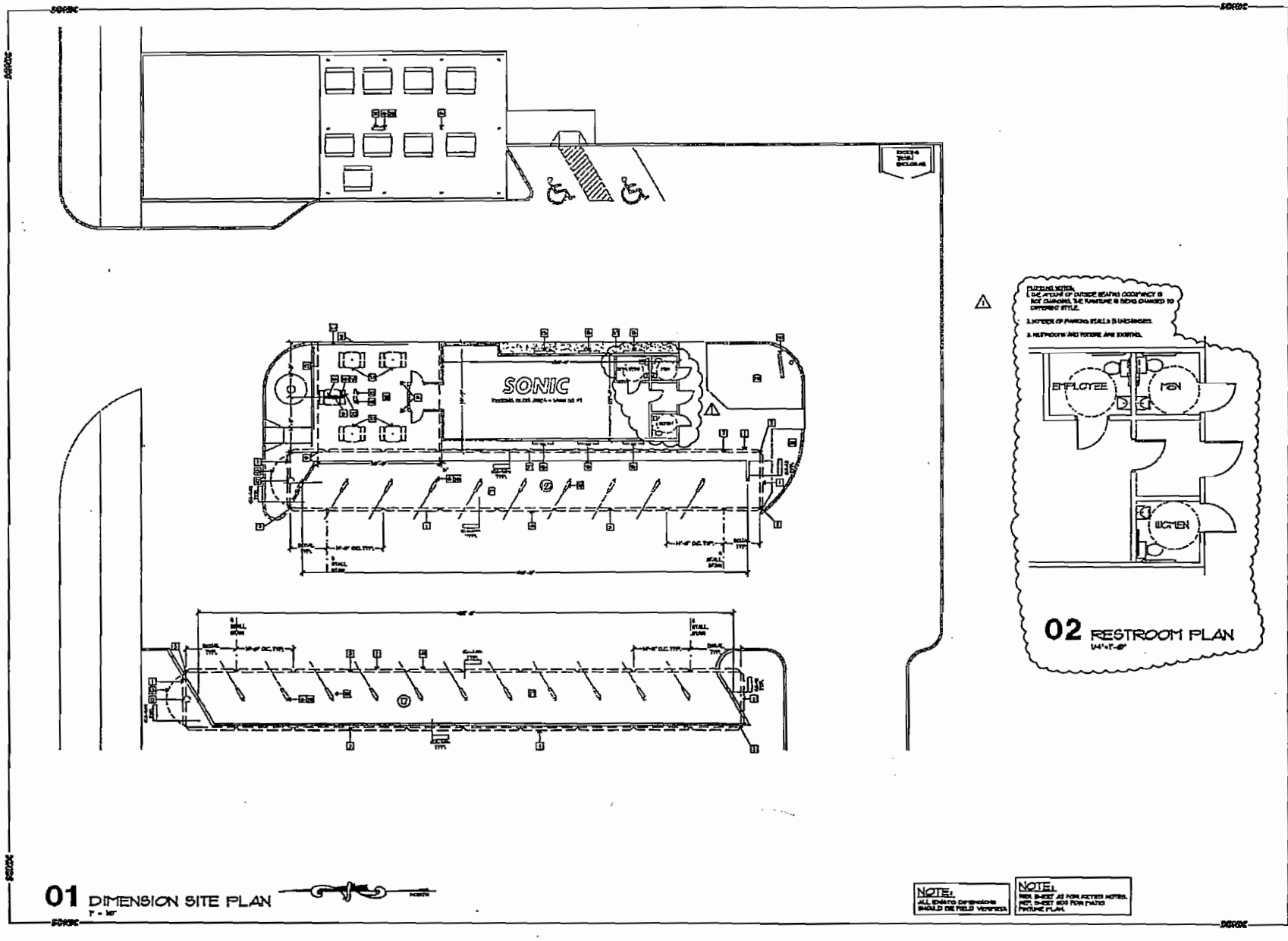
Day: Tuesday
Date: 04/28/2010

TIME	DRIVEWAY 1		DRIVEWAY 2(OUT ONLY)		TOTAL	HOURLY
	IN	OUT	IN	OUT		
7:00 AM	1	1	0	0	2	
7:15 AM	1	1	0	1	3	
7:30 AM	3	0	0	1	4	
7:45 AM	2	1	0	2	5	14
8:00 AM	2	0	0	2	4	16
8:15 AM	3	1	0	3	7	20
8:30 AM	5	2	0	1	8	24
8:45 AM	1	0	0	2	3	22
11:00 AM	2	0	0	2	4	
11:15 AM	12	2	0	4	18	
11:30 AM	6	2	0	7	15	
11:45 AM	4	1	0	5	10	47
12:00 PM	7	0	0	3	10	53
12:15 PM	10	0	0	5	15	50
12:30 PM	5	1	0	8	14	49
12:45 PM	4	1	0	1	6	45
4:00 PM	9	0	1*	11	~~20~~ 21	*
4:15 PM	7	1	0	10	18	
4:30 PM	11	2	1*	7	~~20~~ 21	*
4:45 PM	7	2	0	8	17	~~75~~ 77 *
5:00 PM	7	0	0	4	11	~~66~~ 67 *
5:15 PM	9	0	0	6	15	63
5:30 PM	6	1	0	7	14	57
5:45 PM	10	0	0	7	17	57

NOTE: *Illegal movements. Driveway 2 is Out only

*Includes illegal movements.

Bakersfield


SONIC
EMPLOYEE
MEN
WOMEN
01 DIMENSION SITE PLAN
02 RESTROOM PLAN
NOTE:
ALL EXISTING DIMENSIONS SHOULD BE FIELD VERIFIED.
NOTE:
REF. SHEET A2 FOR KEYED NOTES.
REF. SHEET A0.0 FOR PATIO FIXTURE PLAN.
SONIC DRIVE-IN
BAKERSFIELD, CA 93313
DIMENSION SITE PLAN
SD1

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Sonic Restaurant at El Toro Viejo DATE: 10/28/2008 LOCATION: City of Bakersfield

E-W STREET: Rosedale Highway DAY: TUESDAY PROJECT# 08-8218-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM		4			2			5			5		16
4:15 PM		1			3			4			6		14
4:30 PM		7			4			3			11		25
4:45 PM		4			1			6			8		19
5:00 PM		6			5			3			4		18
5:15 PM		5			2			6			8		21
5:30 PM		4			3			10			12		29
5:45 PM		4			1			6			6		17
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 0	NT 35	NR 0	SL 0	ST 21	SR 0	EL 0	ET 43	ER 0	WL 0	WT 60	WR 0	TOTAL 159

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	0	19	0	0	11	0	0	25	0	0	32	0	87
PEAK HR. FACTOR:		0.792			0.550			0.625			0.667		0.750

CONTROL: No Control

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Sonic Restaurant at El Toro Viejo DATE: 10/28/2008 LOCATION: City of Bakersfield

E-W STREET: Rosedale Highway DAY: TUESDAY PROJECT# 08-8218-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM		2			1			8			8		19
11:15 AM		3			1			3			9		16
11:30 AM		6			0			2			8		16
11:45 AM		8			6			6			8		28
12:00 PM		8			2			5			12		27
12:15 PM		4			2			6			13		25
12:30 PM		1			5			15			10		31
12:45 PM		3			1			7			6		17
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
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3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
TOTAL VOLUMES =	NL 0	NT 35	NR 0	SL 0	ST 18	SR 0	EL 0	ET 52	ER 0	WL 0	WT 74	WR 0	TOTAL 179

NOON Peak Hr Begins at: 1145 AM

PEAK VOLUMES =	0	21	0	0	15	0	0	32	0	0	43	0	111
PEAK HR. FACTOR:		0.656			0.625			0.533			0.827		0.895

CONTROL: No Control

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Sonic Restaurant at El Toro Viejo DATE: 10/28/2008 LOCATION: City of Bakersfield

E-W STREET: Rosedale Highway DAY: TUESDAY PROJECT# 08-8218-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM		0			0			4			6		10
7:15 AM		2			1			8			7		18
7:30 AM		0			0			6			8		14
7:45 AM		0			0			9			7		16
8:00 AM		1			1			4			4		10
8:15 AM		0			0			6			7		13
8:30 AM		0			1			3			4		8
8:45 AM		6			0			3			7		16
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 0	NT 9	NR 0	SL 0	ST 3	SR 0	EL 0	ET 43	ER 0	WL 0	WT 50	WR 0	TOTAL 105

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	0	3	0	0	2	0	0	27	0	0	26	0	58
PEAK HR. FACTOR:		0.375			0.500			0.750			0.813		0.806

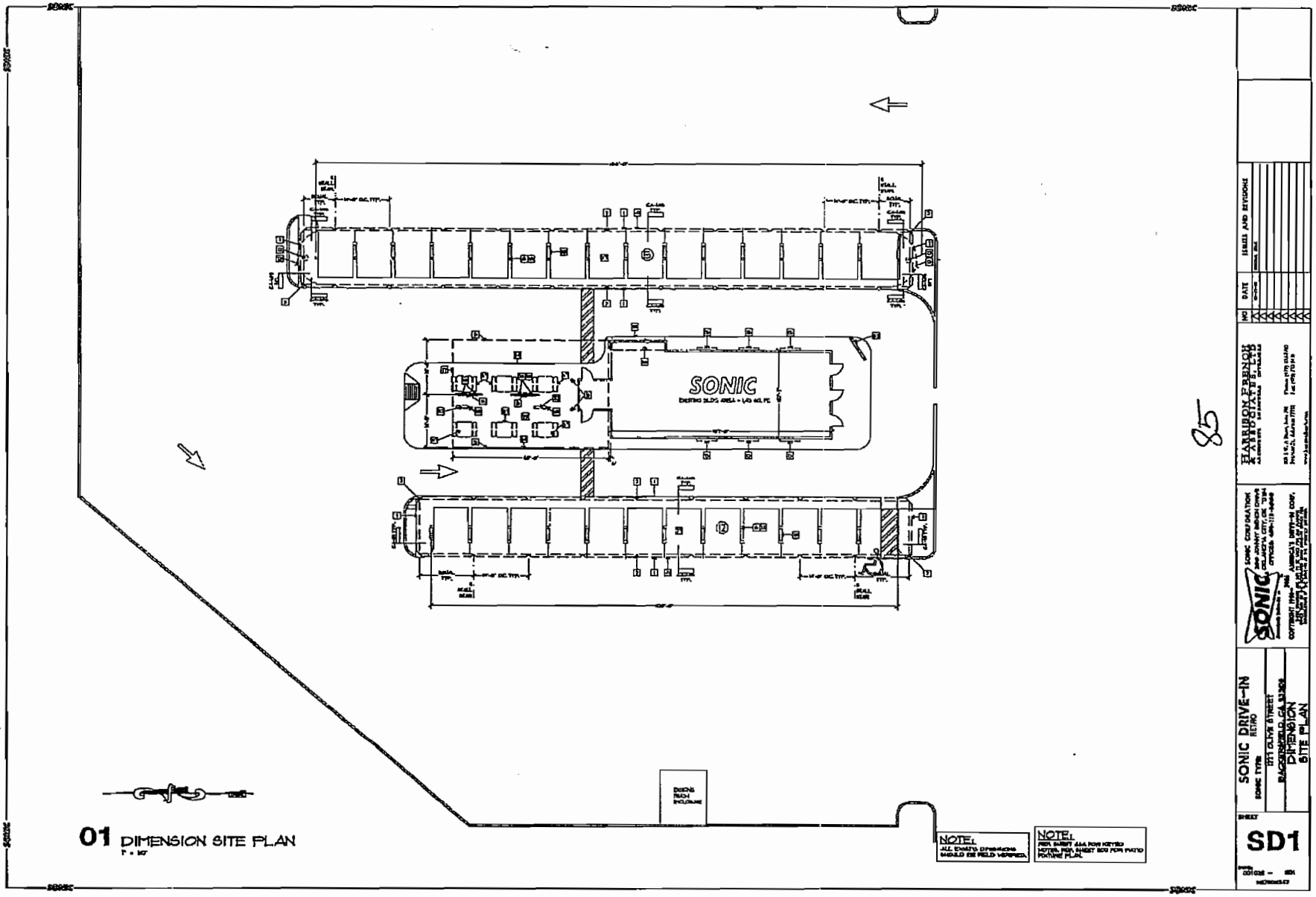
CONTROL: No Control

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT #: 08-8218-001
LOCATION: Sonic Restaurant 8875 Rosedale Hwy
DATE: 10/28/08 DAY: Tuesday
CITY: Bakersfield

PEDESTRIANS

TIME	In	Out
7:00 AM	0	0
7:15 AM	0	0
7:30 AM	0	0
7:45 AM	0	0
8:00 AM	0	0
8:15 AM	0	0
8:30 AM	0	0
8:45 AM	0	0
11:00 AM	0	0
11:15 AM	3	0
11:30 AM	0	0
11:45 AM	0	4
12:00 PM	1	0
12:15 PM	0	0
12:30 PM	0	0
12:45 PM	0	0
4:00 PM	1	0
4:15 PM	1	3
4:30 PM	0	1
4:45 PM	0	0
5:00 PM	2	0
5:15 PM	0	1
5:30 PM	0	0
5:45 PM	0	0
TOTALS	8	9



01 DIMENSION SITE PLAN

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Sonic Restaurant at Roberts Ln

DATE: 10/30/2008

LOCATION: City of Bakersfield

E-W STREET: Olive Dr

DAY: THURSDAY

PROJECT# 08-8218-002

		Olive Dr Dwy 1 Out	Olive Dr Dwy 2 Out		Olive Dr Dwy 1 In	Olive Dr Dwy 2 In		Roberts Ln Dwy In			Roberts Ln Dwy Out		TOTAL
LANES:	0	1	1	0	1	1	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM		1	0		1	0		0			0		2
7:15 AM		3	0		7	0		0			2		12
7:30 AM		4	0		6	1		0			2		13
7:45 AM		6	1		3	3		2			1		16
8:00 AM		3	0		7	0		0			1		11
8:15 AM		9	0		6	0		1			2		18
8:30 AM		2	0		3	0		0			2		7
8:45 AM		2	0		3	0		1			2		8
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	30	1	0	36	4	0	4	0	0	12	0	87

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	0	22	1	0	22	4	0	3	0	0	6	0	58
PEAK HR. FACTOR:		0.639			0.929			0.375			0.750		0.806

CONTROL: No Control

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Sonic Restaurant at Roberts Ln

DATE: 10/30/2008

LOCATION: City of Bakersfield

E-W STREET: Olive Dr

DAY: THURSDAY

PROJECT# 08-B218-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	1	0	1	1	0	1	0	0	1	0	
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM		7	0		7	1		0			3		18
11:15 AM		2	0		8	0		1			2		13
11:30 AM		9	0		10	0		1			0		20
11:45 AM		7	0		12	0		1			6		26
12:00 PM		8	1		15	3		1			7		35
12:15 PM		7	0		9	0		1			4		21
12:30 PM		9	0		8	2		2			3		24
12:45 PM		13	0		6	2		1			2		24
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
TOTAL VOLUMES =	0	62	1	0	75	8	0	8	0	0	27	0	181

NOON Peak Hr Begins at: 1145 AM

PEAK VOLUMES =	0	31	1	0	44	5	0	5	0	0	20	0	106
PEAK HR. FACTOR:		0.889			0.681			0.625			0.714		0.757

CONTROL: No Control

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Sonic Restaurant at Roberts Ln

DATE: 10/30/2008

LOCATION: City of Bakersfield

E-W STREET: Olive Dr

DAY: THURSDAY

PROJECT# 08-8218-002

	Olive Dr Dwy				Olive Dr Dwy		Roberts Ln Dwy			Roberts Ln Dwy			
		1	2		1	2							
		Out	Out		In	In		In			Out		TOTAL
LANES:	0	1	1	0	1	1	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM		10			6	1		1		0	2		20
4:15 PM		3			3	0		2		0	3		11
4:30 PM		3			4	1		0		0	2		10
4:45 PM		4			6	0		3		0	1		14
5:00 PM		5			5	0		1		0	1		12
5:15 PM		7			9	1		1		1	5		24
5:30 PM		10			9	1		4		0	0		24
5:45 PM		10			5	0		1		0	2		18
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	52	0	0	47	4	0	13	0	1	16	0	133

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	0	32	0	0	28	2	0	7	0	1	8	0	78
PEAK HR. FACTOR:		0.800			0.750			0.438			0.375		0.813

CONTROL: No Control

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT #: 08-8218-002
LOCATION: Sonic Restaurant 1227 Olive Dr
DATE: 10/30/08 DAY: Thursday
CITY: Bakersfield

PEDESTRIANS

TIME	In	Out
7:00 AM	0	0
7:15 AM	0	0
7:30 AM	0	0
7:45 AM	0	0
8:00 AM	0	0
8:15 AM	0	0
8:30 AM	0	0
8:45 AM	1	1
11:00 AM	0	0
11:15 AM	0	0
11:30 AM	0	0
11:45 AM	0	0
12:00 PM	0	0
12:15 PM	0	0
12:30 PM	0	0
12:45 PM	0	0
4:00 PM	0	0
4:15 PM	0	0
4:30 PM	3	1
4:45 PM	0	2
5:00 PM	0	0
5:15 PM	0	0
5:30 PM	0	0
5:45 PM	0	0
TOTALS	4	4

Appendix C

Long John Silver's Restaurant
Trip Generation Calculations

Long John Silvers Restaurant - Existing Conditions
Summary of Trip Generation Calculation
For 2.887 Th.Sq.Ft. GFA of Fast-Food Restaurant with Drive-Thru
April 19, 2010

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	496.12	242.52	1.00	1432
7-9 AM Peak Hour Enter	25.17	0.00	1.00	73
7-9 AM Peak Hour Exit	24.18	0.00	1.00	70
7-9 AM Peak Hour Total	49.35	28.30	1.00	142
4-6 PM Peak Hour Enter	17.60	0.00	1.00	51
4-6 PM Peak Hour Exit	16.24	0.00	1.00	47
4-6 PM Peak Hour Total	33.84	19.93	1.00	98
Saturday 2-Way Volume	722.03	295.62	1.00	2085
Saturday Peak Hour Enter	30.29	0.00	1.00	87
Saturday Peak Hour Exit	29.10	0.00	1.00	84
Saturday Peak Hour Total	59.39	22.92	1.00	171

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Long John Silver Restaurant - Existing Use
Summary of Trip Generation Calculation
For 2.887 Th.Sq.Ft. GFA of High Turnover (Sit-Down) Restaurant
April 19, 2010

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	127.15	41.77	1.00	367
7-9 AM Peak Hour Enter	5.99	0.00	1.00	17
7-9 AM Peak Hour Exit	5.53	0.00	1.00	16
7-9 AM Peak Hour Total	11.52	6.75	1.00	33
4-6 PM Peak Hour Enter	6.58	0.00	1.00	19
4-6 PM Peak Hour Exit	4.57	0.00	1.00	13
4-6 PM Peak Hour Total	11.15	9.13	1.00	32
Saturday 2-Way Volume	158.37	0.00	1.00	457
Saturday Peak Hour Enter	7.46	0.00	1.00	22
Saturday Peak Hour Exit	6.61	0.00	1.00	19
Saturday Peak Hour Total	14.07	12.19	1.00	41

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Appendix D

Sonic Queuing Data

Mission Viejo

Mission Viejo Sonic Drive In
AM Queuing

Project # 10-5162-001
Location: 25502 Jeronimo Rd
City: Mission Viejo

Day: Tuesday
Date: 04/28/2010

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

AVERAGE	0.43	1.05
95%	1.00	3.00
MAXIMUM	2.00	4.00
COUNT	60	60

Mission Viejo Sonic Drive In
NOON Queuing

Project # 10-5162-001
Location: 25502 Jeronimo Rd
City: Mission Viejo

Day: Tuesday
Date: 04/28/2010

TIME	QUEUING
11:00 AM	0
11:01 AM	0
11:02 AM	0
11:03 AM	0
11:04 AM	0
11:05 AM	0
11:06 AM	0
11:07 AM	1
11:08 AM	0
11:09 AM	0
11:10 AM	0
11:11 AM	0
11:12 AM	0
11:13 AM	0
11:14 AM	1
11:15 AM	1
11:16 AM	0
11:17 AM	2
11:18 AM	1
11:19 AM	2
11:20 AM	1
11:21 AM	1
11:22 AM	1
11:23 AM	2
11:24 AM	2
11:25 AM	3
11:26 AM	1
11:27 AM	1
11:28 AM	1
11:29 AM	3
11:30 AM	4
11:31 AM	1
11:32 AM	1
11:33 AM	1
11:34 AM	0
11:35 AM	0
11:36 AM	0
11:37 AM	1
11:38 AM	0
11:39 AM	1
11:40 AM	2
11:41 AM	2
11:42 AM	2
11:43 AM	2
11:44 AM	2
11:45 AM	2
11:46 AM	2
11:47 AM	3
11:48 AM	3
11:49 AM	2
11:50 AM	2
11:51 AM	2
11:52 AM	1
11:53 AM	0
11:54 AM	0
11:55 AM	0
11:56 AM	0
11:57 AM	0
11:58 AM	0
11:59 AM	0

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

AVERAGE	1.00	1.90
95%	3.00	6.00
MAXIMUM	4.00	7.00
COUNT	60	60

Mission Viejo Sonic Drive In
PM Queuing

Project # 10-5162-001
Location: 25502 Jeronimo Rd
City: Mission Viejo

Day: Tuesday
Date: 04/28/2010

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

AVERAGE	2.80	1.68
95%	7.00	4.00
MAXIMUM	7.00	5.00
COUNT	60	60

Bakersfield

DATE: 10/28/08
7-9AM
11AM-1PM
4-6PM

PROJECT '08-8218

SONIC RESTAURANT
8875 ROSEDALE HIGHWAY
BAKERSFIELD 93312

QUEUE LENGTH AT DRIVE-THRU WINDOW RECORDED EVERY 1 MINUTE

TIME	Drive-Thru
7:00 AM	2
7:01 AM	1
7:02 AM	0
7:03 AM	0
7:04 AM	0
7:05 AM	0
7:06 AM	0
7:07 AM	0
7:08 AM	1
7:09 AM	2
7:10 AM	2
7:11 AM	0
7:12 AM	0
7:13 AM	3
7:14 AM	4
7:15 AM	3
7:16 AM	2
7:17 AM	3
7:18 AM	3
7:19 AM	2
7:20 AM	2
7:21 AM	2
7:22 AM	1
7:23 AM	1
7:24 AM	2
7:25 AM	2
7:26 AM	2
7:27 AM	1
7:28 AM	1
7:29 AM	1
7:30 AM	1
7:31 AM	0
7:32 AM	1
7:33 AM	3
7:34 AM	2
7:35 AM	2
7:36 AM	1
7:37 AM	1
7:38 AM	1
7:39 AM	2
7:40 AM	3
7:41 AM	3
7:42 AM	4
7:43 AM	3
7:44 AM	3
7:45 AM	2
7:46 AM	3
7:47 AM	3
7:48 AM	1
7:49 AM	1
7:50 AM	2

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

8:52 AM	2
8:53 AM	1
8:54 AM	2
8:55 AM	1
8:56 AM	1
8:57 AM	1
8:58 AM	0
8:59 AM	1
9:00 AM	1
AVE.	**1.6**
MAX.	**4**
95%	**3**

DATE: 10/28/08
7-9AM
11AM-1PM
4-6PM

PROJECT '08-8218

SONIC RESTAURANT
8875 ROSEDALE HIGHWAY
BAKERSFIELD 93312

QUEUE LENGTH AT DRIVE-THRU WINDOW RECORDED EVERY 1 MINUTE

TIME	Drive-Thru
11:00 AM	2
11:01 AM	2
11:02 AM	3
11:03 AM	4
11:04 AM	5
11:05 AM	4
11:06 AM	4
11:07 AM	2
11:08 AM	2
11:09 AM	2
11:10 AM	2
11:11 AM	2
11:12 AM	2
11:13 AM	3
11:14 AM	3
11:15 AM	2
11:16 AM	1
11:17 AM	2
11:18 AM	2
11:19 AM	2
11:20 AM	1
11:21 AM	2
11:22 AM	3
11:23 AM	2
11:24 AM	2
11:25 AM	2
11:26 AM	2
11:27 AM	1
11:28 AM	3
11:29 AM	3
11:30 AM	4
11:31 AM	5
11:32 AM	5
11:33 AM	5
11:34 AM	5
11:35 AM	4
11:36 AM	4
11:37 AM	2
11:38 AM	2
11:39 AM	0
11:40 AM	1
11:41 AM	2
11:42 AM	2
11:43 AM	4
11:44 AM	4
11:45 AM	4
11:46 AM	6
11:47 AM	5
11:48 AM	6
11:49 AM	6
11:50 AM	6

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

12:52 AM	2
12:53 AM	4
12:54 AM	3
12:55 AM	3
12:56 AM	2
12:57 AM	2
12:58 AM	1
12:59 AM	1
1:00 AM	1
AVE.	**2.8**
MAX.	**6**
95%	**6**

DATE: 10/28/08
7-9AM
11AM-1PM
4-6PM

PROJECT '08-8218

SONIC RESTAURANT
8875 ROSEDALE HIGHWAY
BAKERSFIELD 93312

QUEUE LENGTH AT DRIVE-THRU WINDOW RECORDED EVERY 1 MINUTE

TIME	Drive-Thru
4:00 PM	3
4:01 PM	4
4:02 PM	4
4:03 PM	3
4:04 PM	2
4:05 PM	2
4:06 PM	4
4:07 PM	2
4:08 PM	2
4:09 PM	1
4:10 PM	1
4:11 PM	0
4:12 PM	0
4:13 PM	0
4:14 PM	2
4:15 PM	1
4:16 PM	0
4:17 PM	0
4:18 PM	0
4:19 PM	0
4:20 PM	1
4:21 PM	1
4:22 PM	1
4:23 PM	3
4:24 PM	4
4:25 PM	4
4:26 PM	4
4:27 PM	5
4:28 PM	5
4:29 PM	4
4:30 PM	3
4:31 PM	3
4:32 PM	3
4:33 PM	2
4:34 PM	3
4:35 PM	4
4:36 PM	5
4:37 PM	6
4:38 PM	8
4:39 PM	8
4:40 PM	8
4:41 PM	7
4:42 PM	6
4:43 PM	5
4:44 PM	5
4:45 PM	3
4:46 PM	3
4:47 PM	2
4:48 PM	2
4:49 PM	1
4:50 PM	0

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

5:52 PM	2
5:53 PM	2
5:54 PM	2
5:55 PM	2
5:56 PM	1
5:57 PM	1
5:58 PM	2
5:59 PM	2
6:00 PM	3
AVE.	**3.0**
MAX.	**8**
95%	**6**

DATE: 10/30/08
7-9AM
11AM-1PM
4-6PM

PROJECT 08-8218

SONIC RESTAURANT
1227 OLIVE DRIVE
BAKERSFIELD, CA

QUEUE LENGTH AT DRIVE-THRU WINDOW RECORDED EVERY 1 MINUTE

TIME	Drive-Thru
7:00 AM	2
7:01 AM	0
7:02 AM	0
7:03 AM	0
7:04 AM	0
7:05 AM	0
7:06 AM	0
7:07 AM	0
7:08 AM	0
7:09 AM	0
7:10 AM	0
7:11 AM	0
7:12 AM	0
7:13 AM	2
7:14 AM	1
7:15 AM	0
7:16 AM	0
7:17 AM	1
7:18 AM	1
7:19 AM	2
7:20 AM	2
7:21 AM	2
7:22 AM	1
7:23 AM	1
7:24 AM	2
7:25 AM	0
7:26 AM	0
7:27 AM	2
7:28 AM	2
7:29 AM	3
7:30 AM	1
7:31 AM	1
7:32 AM	0
7:33 AM	0
7:34 AM	0
7:35 AM	0
7:36 AM	0
7:37 AM	2
7:38 AM	1
7:39 AM	1
7:40 AM	1
7:41 AM	1
7:42 AM	1
7:43 AM	1
7:44 AM	0
7:45 AM	1
7:46 AM	4
7:47 AM	4
7:48 AM	3
7:49 AM	3
7:50 AM	2

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

8:52 AM	1
8:53 AM	2
8:54 AM	4
8:55 AM	4
8:56 AM	3
8:57 AM	1
8:58 AM	0
8:59 AM	0
9:00 AM	0
AVE.	**1.3**
Max.	**4**
95%	**4**

DATE: 10/30/08
7-9AM
AM-1PM
PM

PROJECT 08-8218

SONIC RESTAURANT
1227 OLIVE DRIVE
BAKERSFIELD, CA

QUEUE LENGTH AT DRIVE-THRU WINDOW RECORDED EVERY 1 MINUTE

TIME	Drive-Thru
11:00 AM	3
11:01 AM	3
11:02 AM	3
11:03 AM	1
11:04 AM	0
11:05 AM	1
11:06 AM	3
11:07 AM	3
11:08 AM	6
11:09 AM	4
11:10 AM	3
11:11 AM	4
11:12 AM	2
11:13 AM	2
11:14 AM	1
11:15 AM	1
11:16 AM	0
11:17 AM	0
11:18 AM	0
11:19 AM	0
11:20 AM	2
21 AM	1
:22 AM	0
11:23 AM	2
11:24 AM	0
11:25 AM	2
11:26 AM	1
11:27 AM	3
11:28 AM	2
11:29 AM	3
11:30 AM	4
11:31 AM	4
11:32 AM	2
11:33 AM	2
11:34 AM	2
11:35 AM	3
11:36 AM	3
11:37 AM	3
11:38 AM	2
11:39 AM	3
11:40 AM	1
11:41 AM	2
11:42 AM	2
11:43 AM	3
11:44 AM	4
11:45 AM	4
11:46 AM	5
7 AM	5
8 AM	4
11:49 AM	3
11:50 AM	3

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

12:52 AM	3
12:53 AM	4
12:54 AM	4
12:55 AM	4
:56 AM	3
.2:57 AM	2
12:58 AM	2
12:59 AM	2
1:00 AM	2
AVE.	**2.7**
Max.	**6**
95%	**5**

DATE: 10/30/08
7-9AM
11AM-1PM
4-6PM

PROJECT 08-8218

SONIC RESTAURANT
1227 OLIVE DRIVE
BAKERSFIELD, CA

QUEUE LENGTH AT DRIVE-THRU WINDOW RECORDED EVERY 1 MINUTE

TIME	Drive-Thru
4:00 PM	4
4:01 PM	5
4:02 PM	5
4:03 PM	4
4:04 PM	4
4:05 PM	5
4:06 PM	4
4:07 PM	4
4:08 PM	5
4:09 PM	4
4:10 PM	4
4:11 PM	3
4:12 PM	2
4:13 PM	1
4:14 PM	0
4:15 PM	0
4:16 PM	2
4:17 PM	2
4:18 PM	2
4:19 PM	3
4:20 PM	4
4:21 PM	4
4:22 PM	3
4:23 PM	3
4:24 PM	1
4:25 PM	1
4:26 PM	0
4:27 PM	2
4:28 PM	2
4:29 PM	2
4:30 PM	1
4:31 PM	0
4:32 PM	0
4:33 PM	0
4:34 PM	2
4:35 PM	2
4:36 PM	2
4:37 PM	2
4:38 PM	1
4:39 PM	2
4:40 PM	1
4:41 PM	1
4:42 PM	1
4:43 PM	1
4:44 PM	0
4:45 PM	0
4:46 PM	0
4:47 PM	2
4:48 PM	3
4:49 PM	3
4:50 PM	4

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

5:52 PM	3
5:53 PM	4
5:54 PM	3
5:55 PM	2
5:56 PM	3
5:57 PM	2
5:58 PM	0
5:59 PM	0
6:00 PM	0
AVE.	**2.9**
Max.	**6**
95%	**5**

Appendix E

Queuing Calculations

QUEUEING ANALYSIS TO DETERMINE STACKING REQUIREMENTS

PROJECT: Sonic Drive-In - Costa Mesa DATE: 22-Apr-10
LOCATION: NWC Harbor Blvd. at Nutmeg Place JN: 2061-10-01

DEMAND RATE (q)	=	28.00		
SERVICE RATE (Q) per channel	=	40.00		
NO. OF SERVICE POSITIONS (N)	=	1.00		
NO. OF STORAGE LANES (N1)	=	1.00		
PROBABILITY OF NOT EXCEEDING (P)	=	0.05		
UTILIZATION FACTOR (q/N*Q)	=	0.70		

Q(M) VALUE	=	0.70		
NO. OF VEHICLES BEING SERVED (N)	=	1.00		
NO. OF VEHICLES IN QUEUE (M)	=	6.40	SAY =	6
TOTAL NUMBER OF VEHICLES (N+M)	=	7.40	SAY =	7
NO. OF VEHICLES IN EACH LANE PER LANE ((N+M)/N1)	=	7.40	SAY =	7
LENGTH OF QUEUE (L) FEET	=	162.78	SAY =	154

NO. OF VEHICLES IN THE QUEUE (NOT INCLUDING THOSE BEING SERVED) = M = ((LN(P) - LN(Q(M))/LN(p)) - 1

p = q/NQ

Q(M) = TABLED VALUES BASED UPON NUMBER OF SERVICE CHANNELS (N) AND UTILIZTION FACTOR (q/NQ) AS SHOWN ON TABLE 8-11, PG.231, TRANSPORTATION AND LAND DEVELOPMENT, INSTITUTE OF TRANSPORTATION ENGINEERS (ITE), 1988.

SONIC DRIVE-IN SERVICE TIME AND SERVICE RATES

No.	Time of Day	Service Time	Service Rate (vehicles per hour)
1	1220	2.33	25.75
2	1227	2.00	30.00
3	1230	1.00	60.00
4	1231	0.70	85.71
5	1237	1.20	50.00
6	1238	1.38	43.48
7	1242	1.42	42.25
8	1244	1.95	30.77
Average		1.50	40.07
Std. Dev.		0.55	19.67
Max.		2.33	85.71
95th %		2.21	27.09
85th %		2.00	30.04

Appendix F

Sample Transportation Management Plan

SONIC America's Drive-In.

New Market Drive-in

Traffic Management

120

Introduction

- Traffic management is essential in new market new drive-in openings. Managing this area of your business assists with:
  - Safety of customers, crew members & passers by.
  - Enhancing the customer's experience.
    - Traffic flow is organized, customers understand the wait time, ingress/egress is managed, customers are greeted and welcomed to the new Sonic Drive-in while they are waiting.
  - You are a proactive member of the community where you are doing business.

121

Traffic Management Plan

SONIC America's Drive-In.

- A solid well thought out and strategic Traffic Management Plan starts with a closer look and sketch of the Sonic property itself. Know the surrounding area by mapping what is available and how it will impact road traffic.
- Consider Traffic Management during your preliminary site selection and start the process of discussing access to adjacent lots for staging areas and planning detailed traffic control long before opening week.
- The use of adjacent and available property to stage waiting cars is ideal and considered first priority when it comes to your traffic management plan.

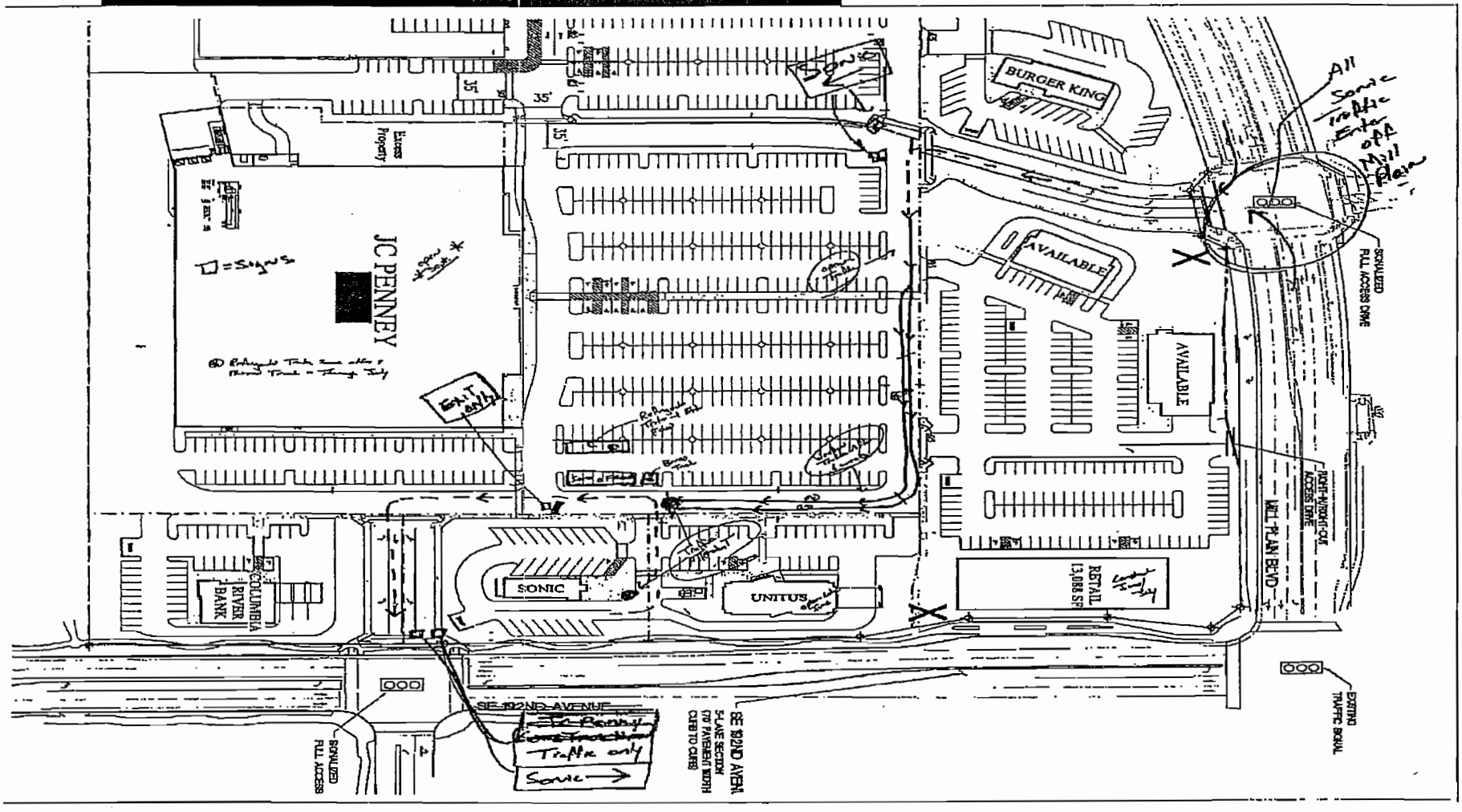
The Property Mapping Plan

SONIC America's Drive-In.

- ☐ Meet with surrounding business operators and respective members of the city/community to review plan & gain insight to develop a plan that does not disrupt surrounding businesses or local traffic flow.
- ☐ Plan to dedicate 6 to 8 Sonic team members to manage traffic during open hours.
- ☐ In situations where there are limited areas to stage cars, talk with the local police agency to determine if hiring an officer for traffic control is an option.

SONIC
America's Drive-In®

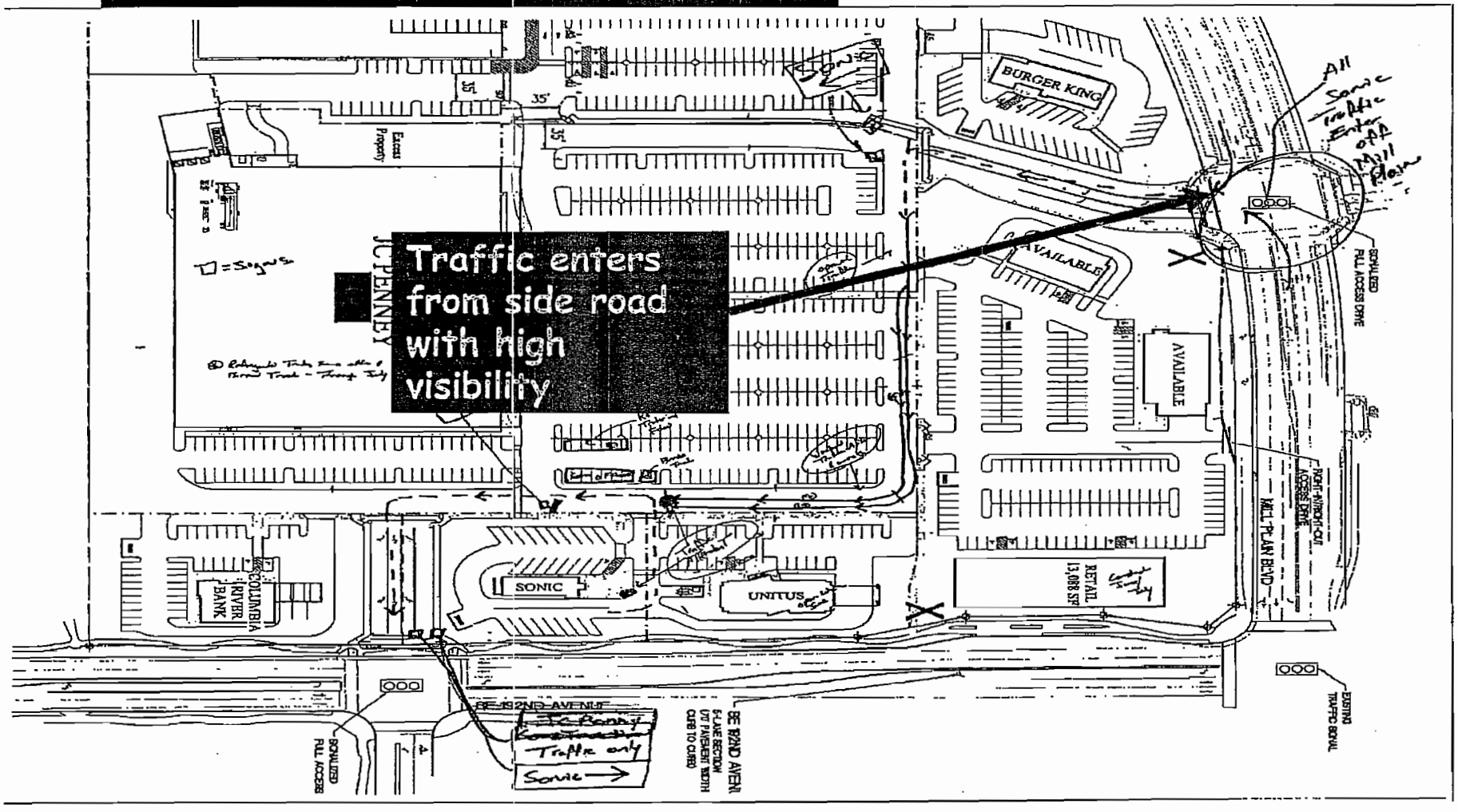
Property Map Example



124

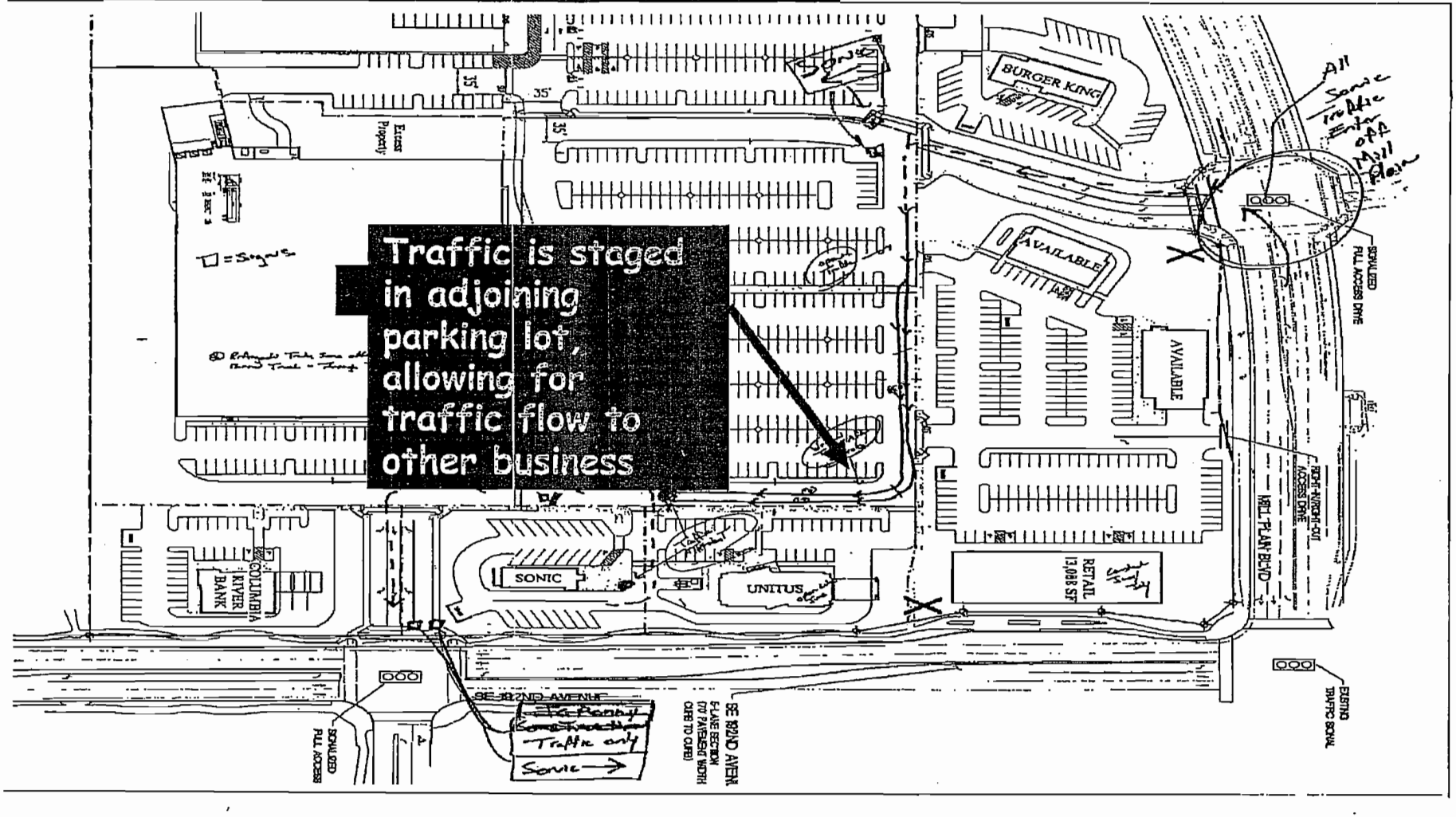
SONIC
America's Drive-In.

Property Map Example



SONIC
America's Drive-In.

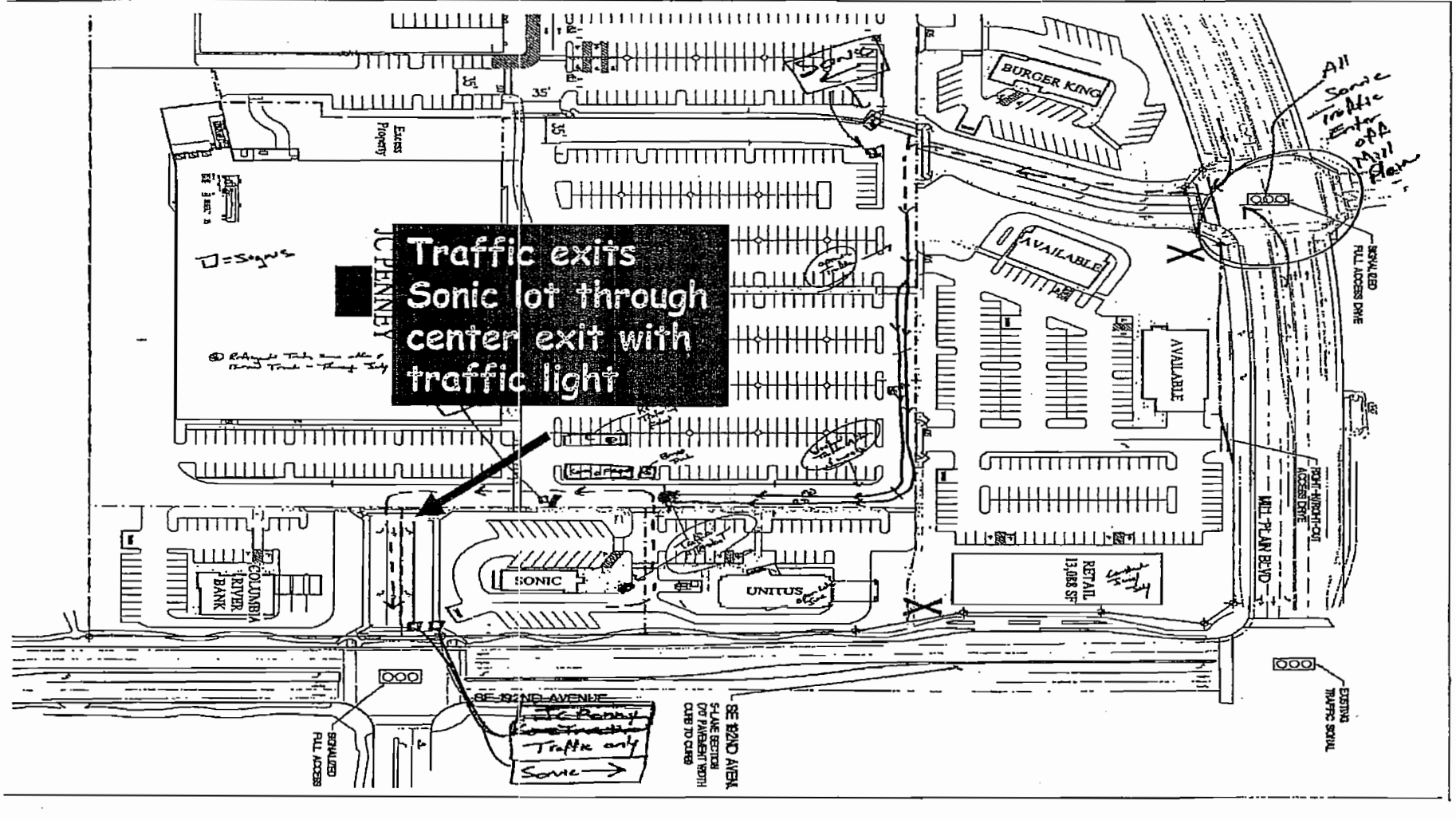
Property Map Example



126

SONIC
America's Drive-In.

Property Map Example



The Staging Area Plan

- While each Sonic location is unique in it's surroundings, use these suggestions as you develop the traffic plan.

Plan A: 2 lanes *off lot* (*Always first choice!*)

Plan B: 1 lane *off lot* (When 2 lanes are not available)

Plan C: 1 or 2 lanes *on lot* (When *off lot* is not available)

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America's Drive-In.

Traffic Management "Toolkit"

Recommended Signage Package for New Franchisee Store Openings
&
Additional Local Traffic Management Tool Recommendations

129

Recommended Signs

SONIC

Form 2 Lines

Drive Thru ↑ | Stall Service ↑

SONIC

NO ENTRANCE

SONIC

Enter from Staging Area →

*w/ channel hardware

SONIC

EXIT →

*w/ channel hardware

SONIC

Drive Thru ↑

*One for Stall Service too
*w/ channel hardware

SONIC

Staging Area →

*w/ channel hardware

SONIC

Proceed to Staging Area →

*w/ channel hardware

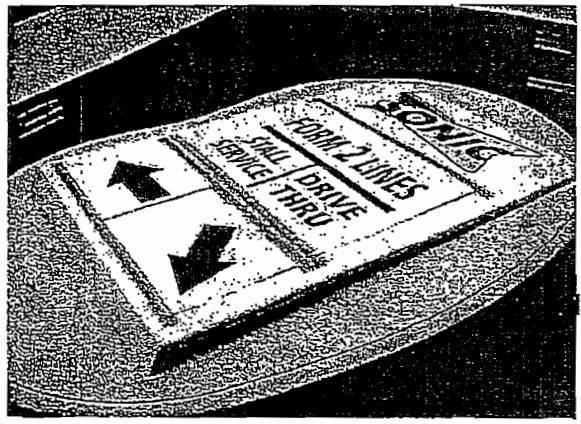
SONIC

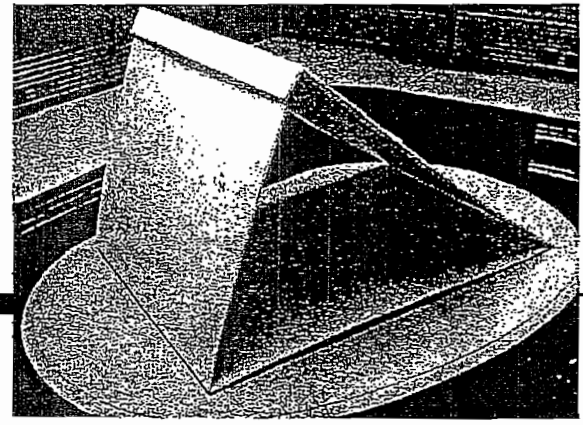
LOT FULL

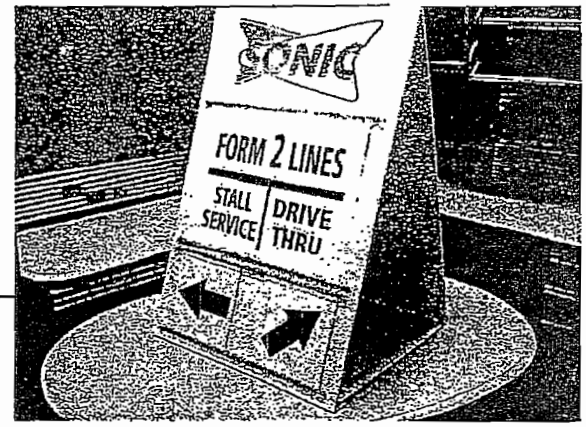
____ min

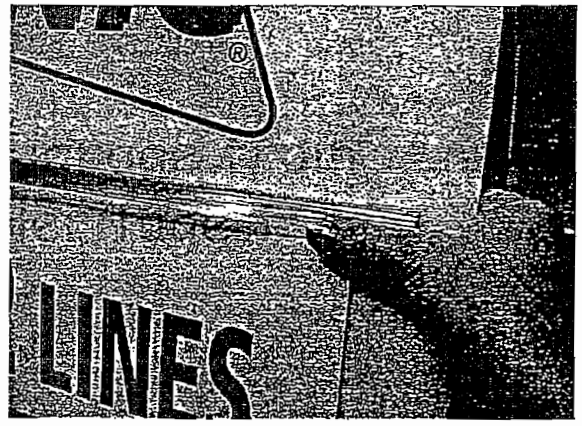
Wait

* 15-30-45-60-+

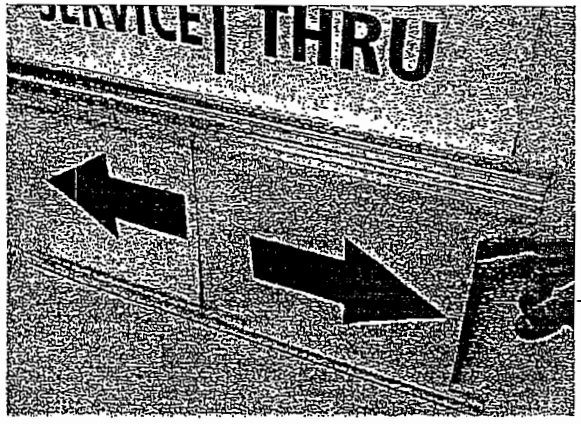


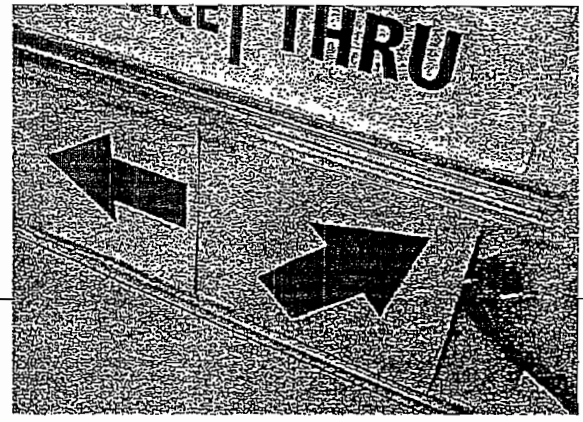


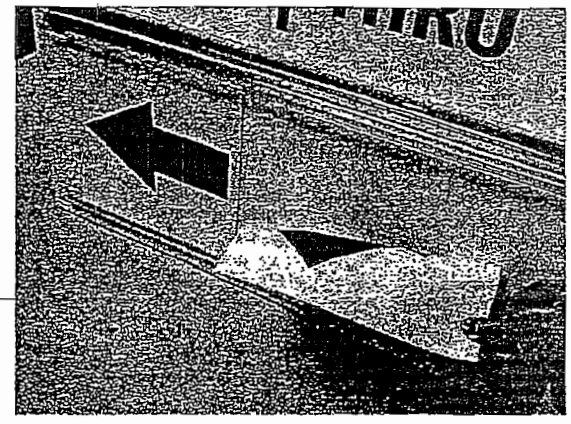




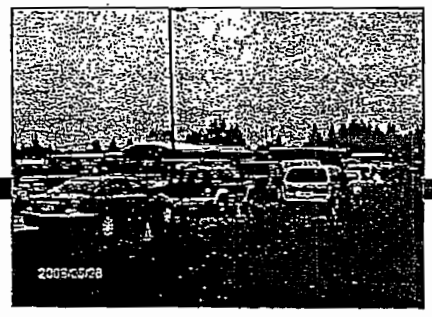
Signage from Heritage

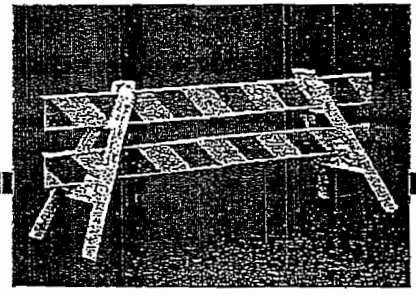


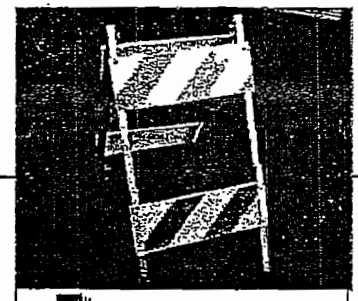


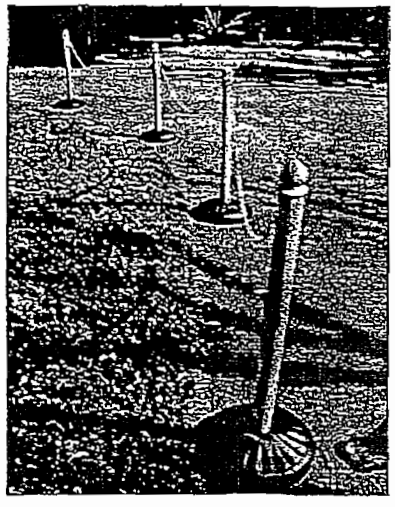


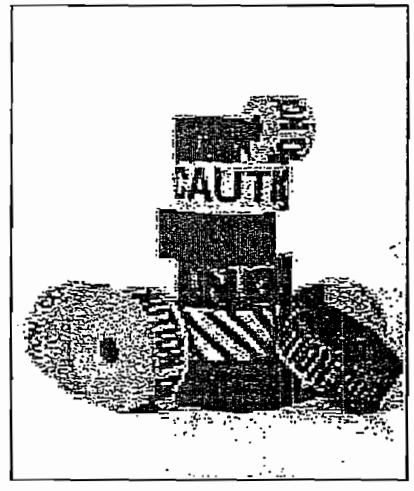
Other items you may want to rent and/or purchase locally











*Note a minimum of 3 two way radios are necessary to properly manage traffic

132

Other items you may want to rent and/or purchase locally

Additional Items to Rent and/or Purchase Locally		
Item	**Source**	**Quantity**
Traffic Cones	Rent or borrow from local contractor or www.trafficsafetydepot.com www.stanchiondepot.com	Varies depending on lot size and traffic flow.
Barrier Stands	SAA	SAA
Pylons	SAA	SAA
*2 way radios	Best Buy, Radio Shack, Wal-Mart, Target, etc.	At least 3
Sand Bags	Local nursery	At least 2 5-lb bags per traffic sign
Sonic Traffic Tape	Heritage Fulfillment	1 roll - 1,500-2,000 feet

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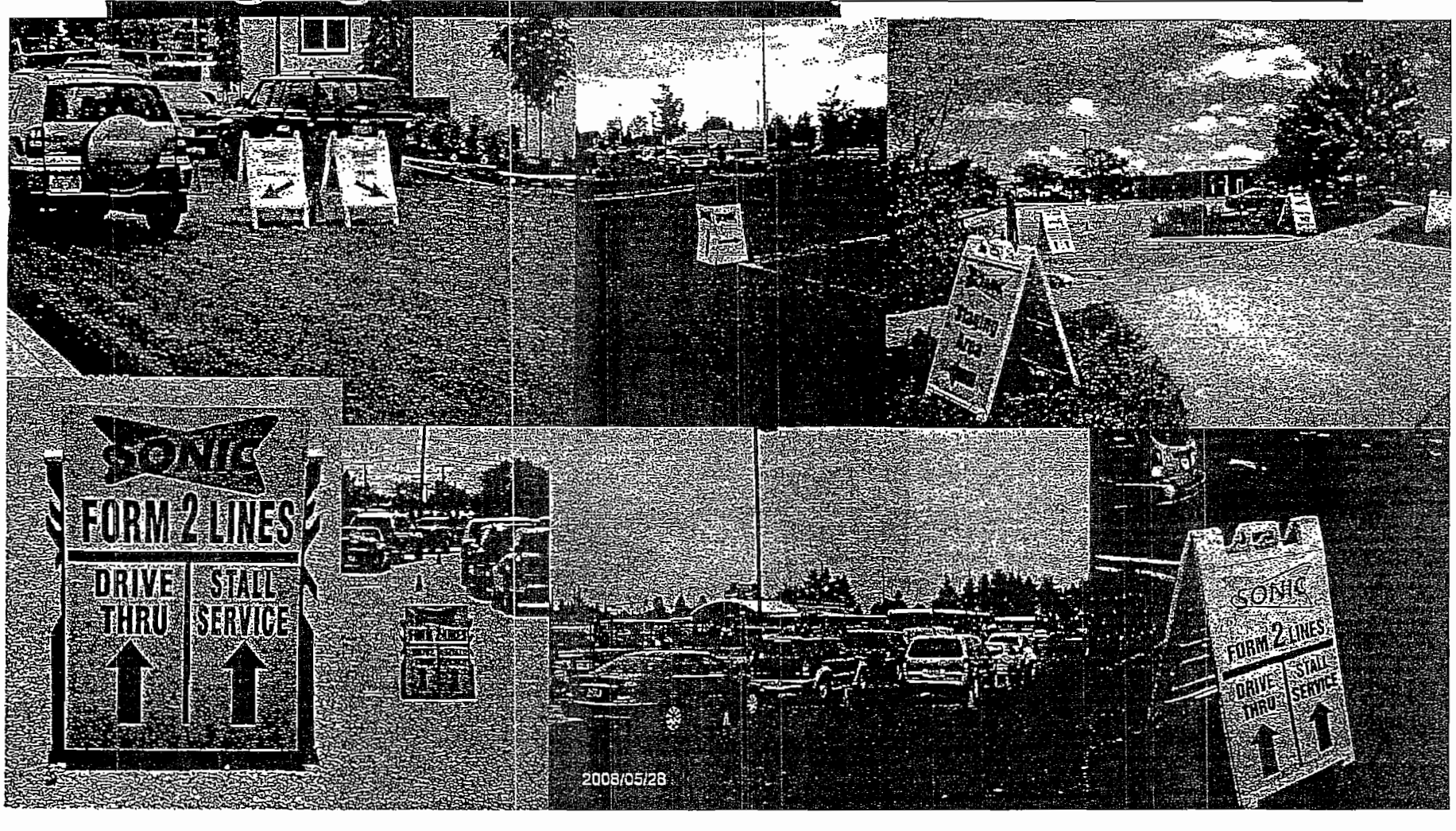
America's Drive-In.

Staging Area Examples



The Staffing Plan

- ☐ Traffic management staffing is as important as being staffed inside. Plan to deploy 6 to 8 Sonic team members to traffic control.
- ☐ Depending on your individual site characteristics, additional outside sources such as professional flagging, security companies or off duty police officers may be needed to assist in efficiently managing traffic during your drive-in opening.
- ☐ Typically Traffic Controllers are placed at each entrance/exit of the Sonic lot, on the back side of the building to monitor open spaces and direct guests and on the adjacent Staging Lot passing out mini-menus and directing guests to the Sonic lot.

Summary

- Traffic management has proven not only to be an effective method to enhance the customer perception of Sonic, but also greatly increase the ability for you to efficiently serve a greater number of customers. An organized approach to traffic management, keeps cars moving through your lot; yielding happy customers, happy neighbors and Sonic Fun for everyone!

ATTACHMENT 5

Sonic Drive-In
3095 Harbor Blvd.
Costa Mesa,CA

137

COAST-to-COAST
COMMERCIAL REAL ESTATE
26400 La Alameda
Mission Viejo, CA 92691
P. (949) 680-4303
F. (949) 680-4300

JDA ASSOCIATES
2900 BRISTOL ST.
BUILDING A SUITE 203
COSTA MESA, CA 92626
TEL: 949.261.3805
FAX: 949.261.8053
E-MAIL: JOHN@DEFRENZA.COM

SONIC America's Drive-In
SONIC CORPORATION
300 JOHNNY BENCH DR
OKLAHOMA CITY, OK 73104
OFFICES: 405-225-5000
FAX: 405-225-4032

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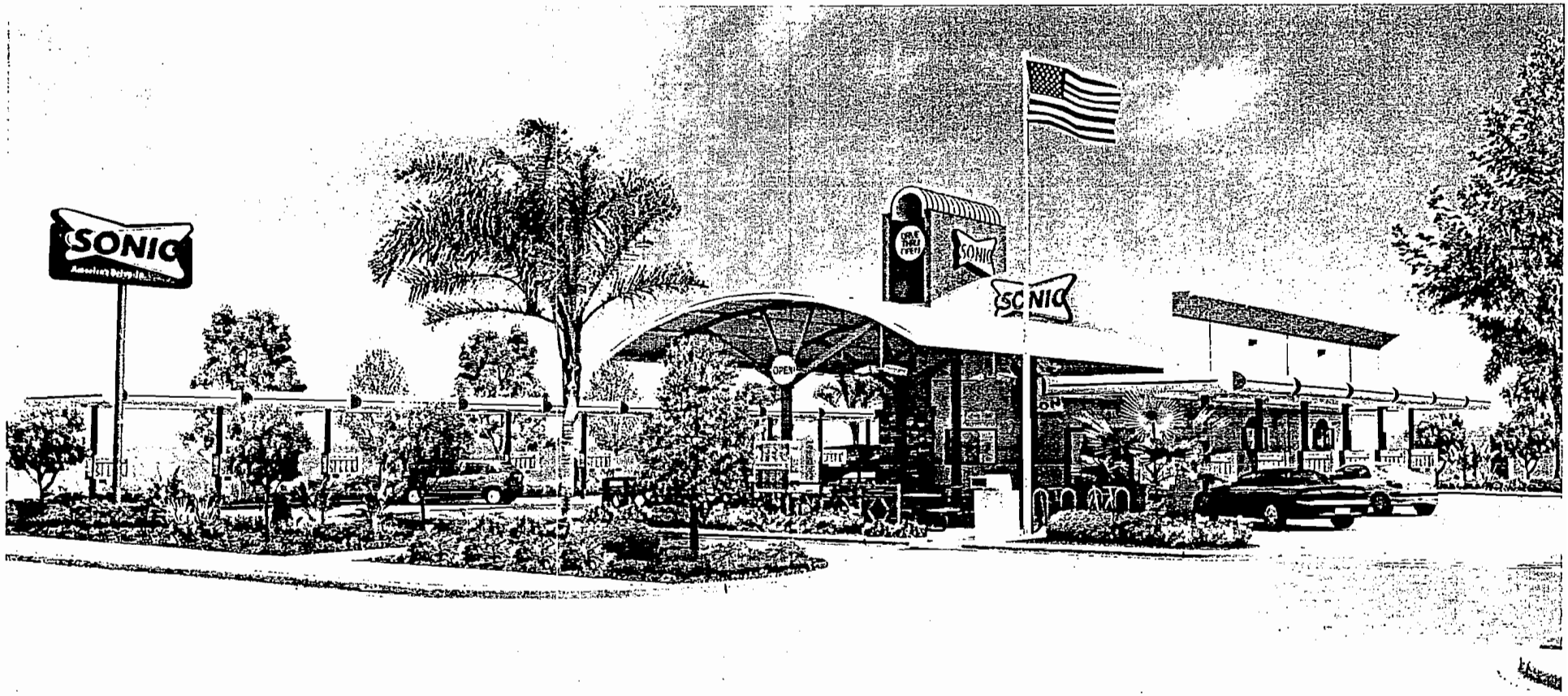

Sonic Drive-In
3095 Harbor Blvd.
Costa Mesa,CA

138

COAST TO COAST
COMMERCIAL REAL ESTATE
26400 La Alameda
Mission Viejo, CA 92691
P. (949) 680-4303
F. (949) 680-4300

JDA ASSOCIATES
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Building A Suite 203
Costa Mesa, CA 92626
TEL: 949.261.8805
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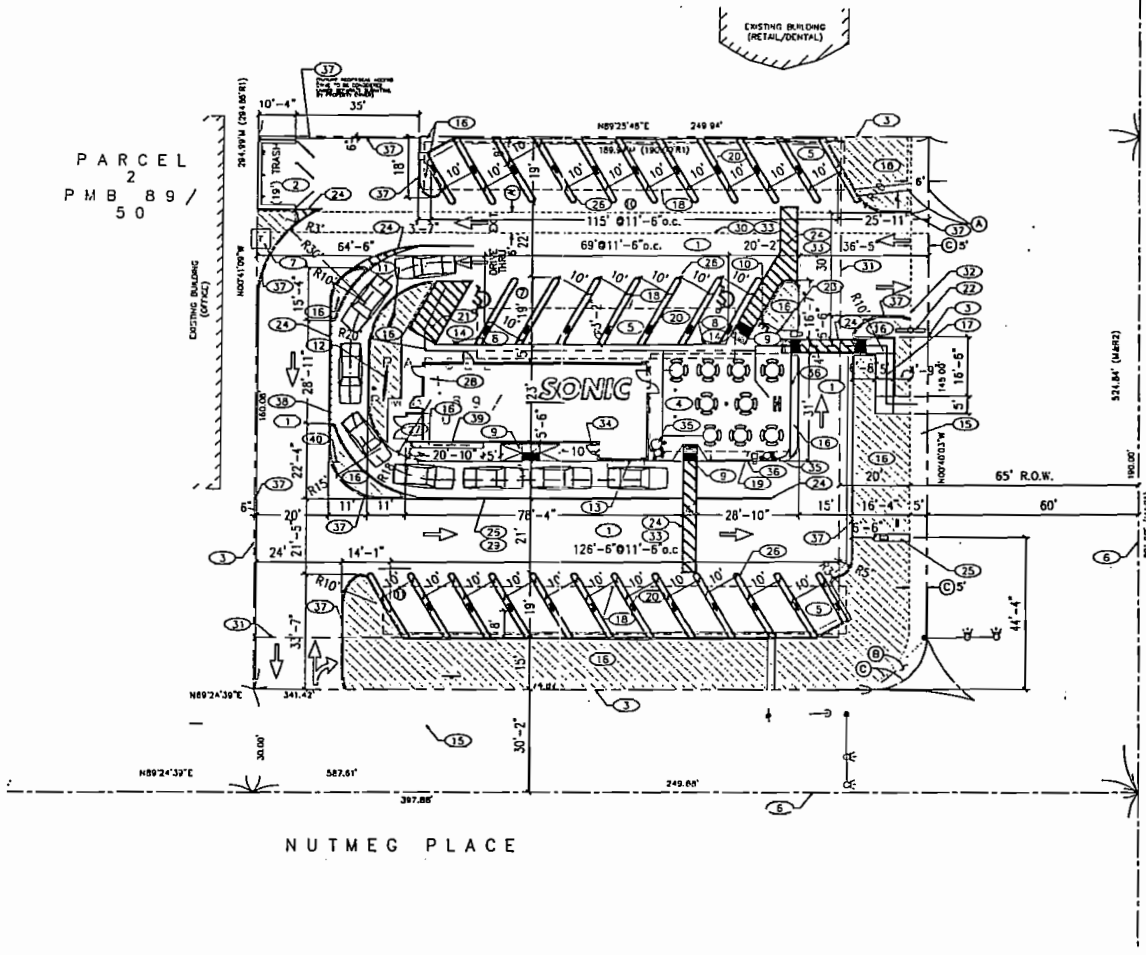
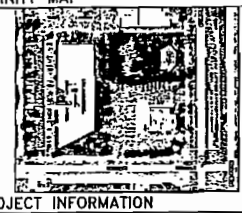


VICINITY MAP



PROJECT INFORMATION

LOCATION: 3095 HARBOR BLVD. COSTA MESA, CA.
OWNER: COAST TO COAST COMMERCIAL
APN: 139-551-20
EXISTING/PROPOSED ZONING: C-1 (GENERAL COMMERCIAL)
EXISTING USE: FAST FOOD RESTAURANT (TO BE DEMOLISHED)
PROPOSED USE: FAST FOOD RESTAURANT

STATISTICAL INFORMATION

BUILDING AREA:		1,585 S.F.
REQUIRED LANDSCAPE AREA 25 SQ.FT. PER PARKING STALL		
LANDSCAPE AREA:		5,087 S.F. TOTAL
WITHIN SETBACKS:	3,945 S.F.	
WITHIN NET AREA:	1,142 S.F.	
PAVING/SIDEWALK AREA		23,675 S.F.
TOTAL LOT AREA: (PART OF PAVING/SIDEWALK AREA)		30,347 S.F. / 0.70 ac
CARHOP CANOPY AREA:	4,515 S.F.	
PATIO CANOPY AREA:	1,120 S.F.	
PARKING REQUIRED:		1 STALL PER 100 SF 1,585 x 100 = 16 STALLS REQUIRED
PARKING PROVIDED:		26 STALLS (ALL COVERED) 2 STALLS DISABLED ACCESS
TOTAL		28 STALLS 8 CAR STACKING

KEY NOTES

1. NEW BLACK CONCRETE DRIVE AND PARKING SURFACE
2. NEW TRASH ENCLOSURE
3. PROPERTY LINE
4. PATIO CANOPY
5. CARHOP CANOPY
6. CENTER LINE OF STREET
7. TRANSFORMER
8. ACCESSIBILITY SIGN @ EACH H/C STALL
9. ACCESS RAMP W/ TRUNCATED DOME TILES
10. BIKE RACK
11. PREVIEW MENU
12. ORDER MENU
13. DRIVE THRU WINDOW
14. HANDICAP PARKING STALLS AND ACCESS RAMP
15. EXISTING LANDSCAPE, SIDEWALKS & CURBS TO REMAIN
16. NEW LANDSCAPING
17. ADA PATH OF TRAVEL FROM PUBLIC SIDEWALK
18. EDGE OF CARHOP CANOPY
19. EDGE OF PATIO CANOPY
20. CARHOP MENU BOARD MOUNTED TO COLUMN TYP.
21. ZERO CURB FACE -SEE CIVIL PLANS
22. EXISTING MONUMENT SIGN TO BE REMOVED
23. NEW FLAG POLE 25' TALL MAX
24. NEW STRIPING SAFETY BLUE
25. NEW 25' MONUMENT SIGN -UNDER SEPARATE PERMIT
26. NEW STRIPING SAFETY WHITE
27. ELECTRICAL ROOM
28. INTERIOR ROOF ACCESS LADDER
29. BUMP OUT LANE
30. EDISON EASEMENT
31. REQUIRED SET BACK LINE
32. DEDICATION IN FAVOR OF CITY OF COSTA MESA FOR STREET WIDENING
33. CARHOP SAFETY PATH
34. QUICK ACCESS DOOR FOR BUMP OUT LANE SERVICE
35. DECORATIVE PATIO PLANTING POTS -SEE LANDSCAPE PLANS
36. GUARD RAIL
37. 6" HIGH AND WIDE CONCRETE CURB
38. NEW 4" ROUND TRAFFIC DOMES
39. NEW DECORATIVE METAL TRELLIS -SEE ELEVATIONS
40. NEW SIGN STATING "DO NOT ENTER"

LEGEND

NEW LANDSCAPE - SEE LANDSCAPE PLANS
EXISTING AREA TO REMAIN

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APPLICANT:
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Mission Viejo, CA 92691
ATT: Devon Wesselink
PH. (949) 680-4302
FX. (949) 680-4300

3095 Harbor Blvd.
Costa Mesa, CA
April 28th, 2010

CONCEPTUAL SITE PLAN

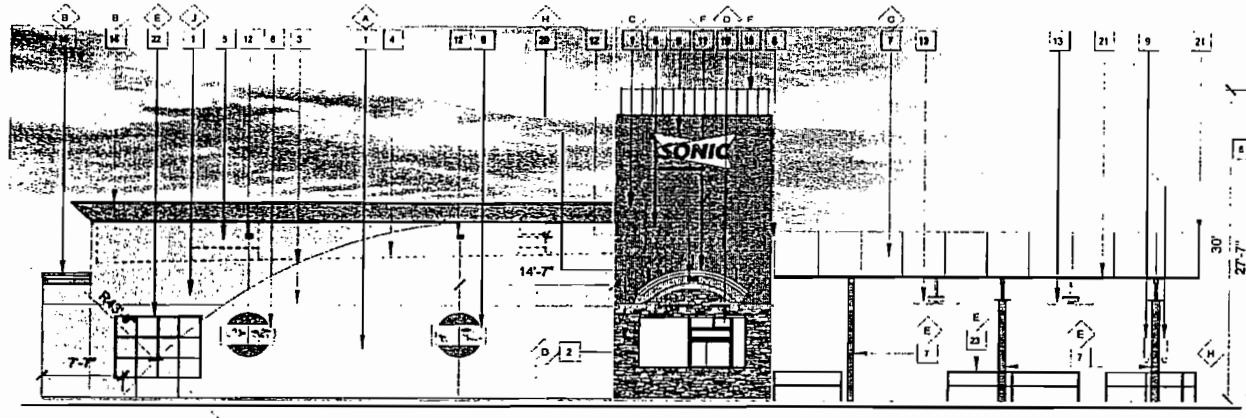
JDA ASSOCIATES
2800 BRISTOL ST.
SUITE A203
COSTA MESA, CA 92626
TEL: 949-261-1800
FAX: 949-261-1820
EMAIL: JDAARCHITECTS@AOL.COM

KEY NOTES

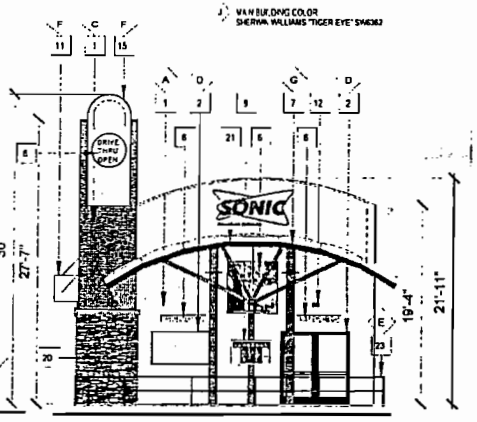
1. 2x WOOD CONSTRUCTION W/ STUCCO FINISH
2. ALUMINUM STORE FRONT
3. STUCCO CONTROL JOINT
4. ROOF LINE
5. MECHANICAL UNITS TO BE SCREENED FROM PUBLIC VIEW
6. SIGNAGE-UNDER SEPARATE PERMIT
7. ARCHED CANOPY & STEEL STRUCTURE W/ L.E.D. LIGHTING SUPPLIED BY OWNER & INSTALLED BY G.C.
8. FLEXIBLE FABRIC FLASHING INSTALLED BETWEEN BUILDING AND CANOPY SUPPLIED BY OWNER AND INSTALLED BY G.C.
9. PATIO MENUBOARD AND MOUNTING BRACKET
10. DRIVE-THRU WINDOW
11. ARCHED DRIVE-THRU CANOPY
12. WALL SCONCE
13. OUTDOOR CEILING FAN BY: AIRVAN
14. STUCCO WRAPPED FOAM CORNICE W/ L.E.D. LIGHTING
15. BARRELED TOWER CAP W/ BLUE L.E.D. LIGHTING ON RIBS
16. GAS SERVICE/METER
17. GREASE EXTRACTION SYSTEM CONNECTION 5'-4" A.F.F.
18. CO2 ACCESS PANEL 5'-4" A.F.F.
19. KNOX BOX 5'-0" A.F.F.
20. STONE VENEER W/ DECORATIVE CONCRETE CAP
21. RED L.E.D. LIGHTING
22. WROUGHT IRON TRELLIS IN CLIMBING VINE LANDSCAPE POCKET
23. GUARD RAIL

COLOR SCHEDULE

- A — MAIN BUILDING COLOR SHERWIN WILLIAMS "SOCIABLE" SW6359
- B — ACCENT COLOR SHERWIN WILLIAMS "ROOKWOOD MEDIUM BROWN" SW2807
- C — ACCENT COLOR SHERWIN WILLIAMS "BOLD BRICK" SW6327
- D — ANODIZED FASCIA & REVEAL TO MATCH KAWNEER PERMACONIC "BLACK" # 29
- E — CANOPY COLUMNS BY: VENTAIRE SHERWIN WILLIAMS "EVERGREENS" SW6447
- F — ARCHED DRIVE-THRU AWNING/TOWER CAP W/ L.E.D. LIGHTING BY: VENTAIRE "FORSYTHIA" - SW6937 BY: "SHERWIN WILLIAMS"
- G — METAL AWNING BY VENTAIRE
- H — STONE VENEER "OLD COUNTRY LEDGE" DAKOTA BROWN BY CORONADO
- J — MAIN BUILDING COLOR SHERWIN WILLIAMS "TIGER EYE" SW6362



SOUTH ELEVATION



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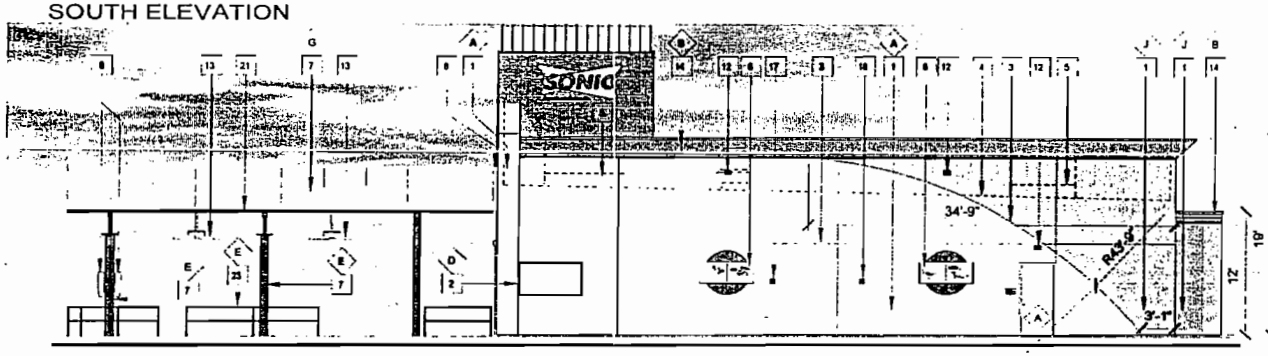
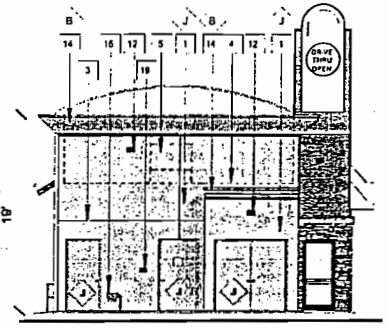


NORTH ELEVATION



WEST ELEVATION

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April 28th, 2010

Conceptual Elevations

140

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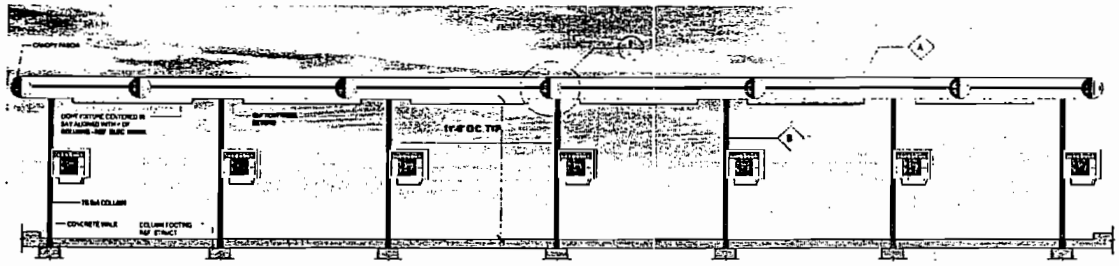
JDA ASSOCIATES

COLOR BY SYMBOL

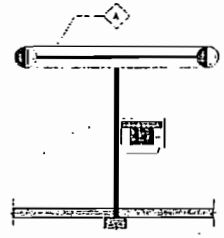
A CANOPY FASCIA METAL FINISH BY VANU

B CANOPY COLUMNS "EVERGREENS"-SW6447 BY. SHERWIN WILLIAMS

*SEE SITE PLAN FOR ADDITIONAL CARHOP INFO

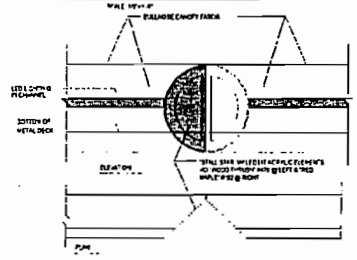


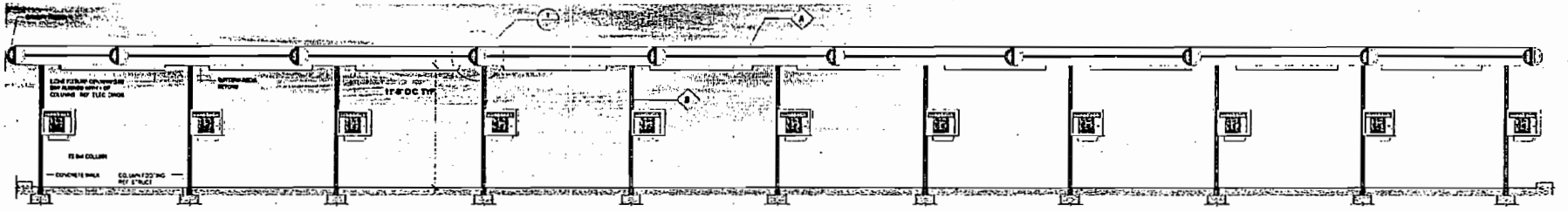
CARHOP CANOPY A
FRONT ELEVATION



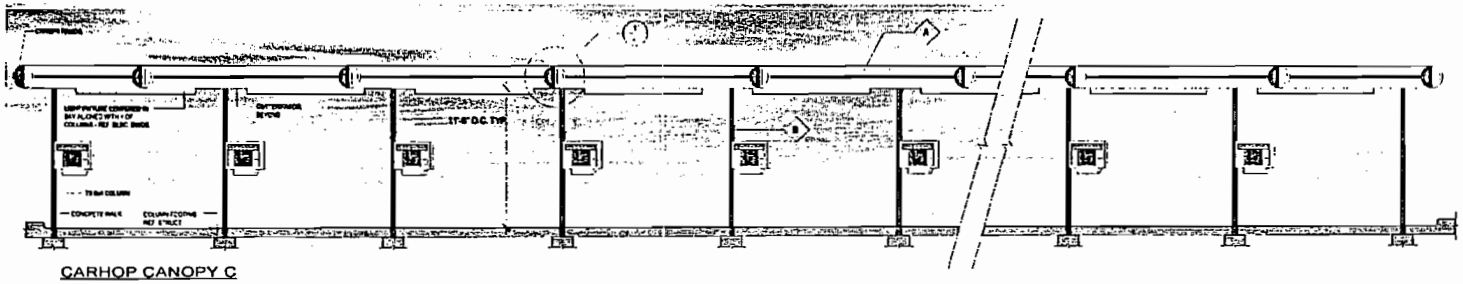
CARHOP CANOPY
SIDE ELEVATION TYP.

CANOPY STAR DETAIL 1

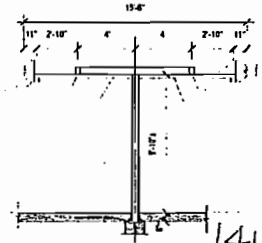




CARHOP CANOPY B
FRONT ELEVATION



CARHOP CANOPY C
FRONT ELEVATION



CARHOP CANOPY
SECTION

141

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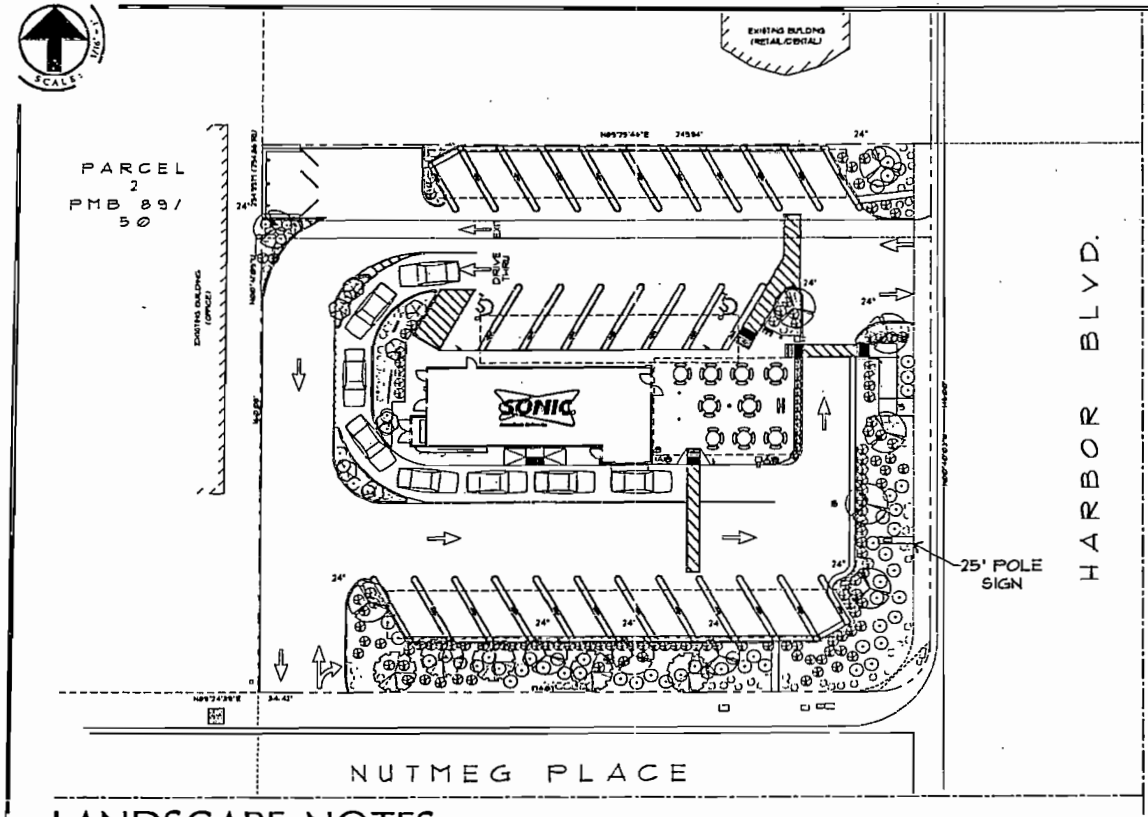
April 28th, 2010

CONCEPTUAL CAR HOP CANOPY ELEVATIONS



PLANT PALETTE

PROPOSED TREE LEGEND

SYMBOL	ABBREV	BOTANICAL / COMMON NAME	QUANTITY	SIZE
		TREES		
	BRA POF	BRACHYCHITON POPULNEUS / BOTTLE TREE (SIZES INDICATED ADJACENT TO EACH SPECIMEN)	9 2	24" BOX 5 GALLON
	LOP CON	LOPHOSTEMON CONFERTUS / BRISBANE BOX	8	24" BOX
	RHA TAU	RHAPHIOLEPIS MAJESTIC BEAUTY / PATIO TREE INDIAN HAWTHORN	7	15 GALLON
	PHO ROE	PHOENIX ROEBELINI / PYGMY DATE PALM POTTERY PROVIDED BY SONIC BURGER	3	5', 7' & 7' B.T.M.

PROPOSED SHRUB & VINE LEGEND

SYMBOL	ABBREV	BOTANICAL / COMMON NAME	QUANTITY	SIZE
		SHRUBS		
		AGAPANTHUS AFRICANUS, ERIGERONTIS HYBRIDS, LIGUSTRUM JAPONICUM TEDDYANA, PITTOSPORUM TOBIRA WHEELERS DWARF, RHAPHIOLEPIS INDICA "PINK LADY"	--	1 & 5 GALLON
		NANDINA DOMESTICA, PHORMIUM TENAX 'SUNDANCE', PHOTINIA FRASERI, PITTOSPORUM TOBIRA VARIEGATA, RUSSELIA EQUISETIFORMIS & STRELITZIA NICHOLAI	--	5 & 15 GALLON
	STR REG	STRELITZIA REGINAE / BIRD OF PARADISE POTTERY PROVIDED BY SONIC BURGER	3	5 GALLON
		VINES		
	DIS RIV	DISTICTIS 'RIVERS' / ROYAL TRUMPET VINE REMOVE FROM STAKE & TIE TO GREEN SCREEN	3	5 GALLON
	PAR TRI	PARTHENOCISSUS TRICUSPIDATA / BOSTON IVY REMOVE FROM STAKE & SECURE TO WALL	3	1 GALLON

PROPOSED GROUND COVER LEGEND

SYMBOL	ABBREV	BOTANICAL / COMMON NAME	QUANTITY	SIZE
		GROUND COVERS		
	MULCH	GORILLA HAIR MULCH IS TO BE INSTALLED THROUGHOUT ALL PLANTING AREAS TO A DEPTH OF 3" (TYPICAL)	--	--

STATISTICAL INFORMATION

BUILDING AREA:		1,486 S.F.
LANDSCAPE AREA: WITHIN SETBACKS: WITHIN NET AREA:	3,545 S.F. 1,104 S.F.	4,649 S.F. TOTAL
PAVING/SIDEWALK AREA:		25,675 S.F.
TOTAL LOT AREA:		30,341 S.F. / 0.70 ac

TREE REQUIREMENTS:

LANDSCAPE AREA:	4,649 S.F. TOTAL
1 TREE FOR EVERY 200 S.F. OF LANDSCAPED AREA	4,649 ÷ 200 = 23 TREES
PARKING PROVIDED: (INCLUDING HANDICAP)	28 STALLS
TOTAL SITE TREES PROVIDED:	23 TREES 6 EA. (24) 24" BOX 17 EA. (5) 5 GALLON

LANDSCAPE NOTES

- **IRRIGATION SYSTEM:**

ALL PLANTED AREAS SHALL BE IRRIGATED ACCORDING TO PLANT TYPE GROUPINGS AND ENVIRONMENTAL EXPOSURE AND SHALL RECEIVE UNIFORM WATER COVERAGE AS REQUIRED BY CITY OF COSTA MESA WATER ORDINANCE. IRRIGATION SHALL BE AND BY MEANS OF AN AUTOMATICALLY CONTROLLED IRRIGATION CONTROL SYSTEM WITH A RAIN SENSOR. THE SYSTEM SHALL BE CAPABLE OF REPEAT CYCLES IN ORDER TO APPLY WATER AT A RATE THAT THE SOIL CAN ABSORB THE APPLIED IRRIGATION WATER. A MASTER CONTROL VALVE WILL BE INSTALLED TO PREVENT OVER WATERING WHEN VALVES MALFUNCTION. DOMESTIC WATER WILL BE PROTECTED BY MEANS OF A REDUCED PRESSURE TYPE BACKFLOW PREVENTER. IRRIGATION PLAN WILL SHOW THE LOCATION OF ALL COMPONENTS, SPRINKLER RADIUS, STATED PRESSURE, GALLONS PER MINUTE PER HEAD, AND WILL CONFORM TO THE STANDARDS SET FORTH BY THE CITY OF COSTA MESA WATER EFFICIENT LANDSCAPE GUIDELINES DATED JANUARY 2002.

- **LANDSCAPE CONCEPT:**

THE PLAN WILL PROVIDE VISUAL CONTINUITY OF LANDSCAPE DESIGN WITH EXISTING COMMERCIAL AND INDUSTRIAL DEVELOPMENT. THE LANDSCAPE WILL COMPLIMENT THE ARCHITECTURE WHEREVER POSSIBLE BE, SOFTEN WALLS SCREENING SERVICE AREAS WITH TREES, SHRUBS AND VINES. SIGHT CLEARANCE FOR AUTOMOBILE TRAFFIC AND VISUAL ACCESS TO SIGNAGE ARE OBSERVED AND ACCOUNTED FOR IN THE DESIGN. EXISTING TREES WILL BE PRESERVED WHENEVER PRACTICAL TO DO SO. EXISTING TREES WILL BE NOTED ON PLANS. PARKING AREA LANDSCAPE WILL INCLUDE SHADE TREES SHALL COMPLY WITH THE STANDARDS OF THE GOVERNING MUNICIPALITY AND WILL BE EVENLY DISTRIBUTED THROUGHOUT THE PARKING AREAS. ALL PARKING AREAS WILL BE SCREENED FROM THE STREET BY MEANS OF PLANTERS WITHIN PARKING AREAS WILL CONFORM TO THE REQUIREMENTS OF GOVERNING MUNICIPALITY.

PLANT MATERIALS ARE SELECTED FOR TEMPERATURE HARDINESS AND LOW WATER USE REQUIREMENTS, AND WILL BE GROUPED ACCORDING TO WATER AND CLIMATIC NEEDS. TURF OR LAWN AREAS WILL BE HELD TO A MINIMUM USE. A LAYER OF MULCH WILL BE INSTALLED TO REDUCE WATER EVAPORATION BETWEEN IRRIGATION PERIODS.

PRELIMINARY LANDSCAPE PLAN

LANDSCAPE ARCHITECTS

Studio Five
LANDSCAPE ARCHITECTURE / PLANNING

KENNETH A. ANDREW A.S.L.A.
AZ #24328 CA #1460 CO #512 NV #220

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IRVINE, CA 92618

studio5@earthlink.net
Phone (949) 450-0056
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Costa Mesa, CA
May 6, 2010

142

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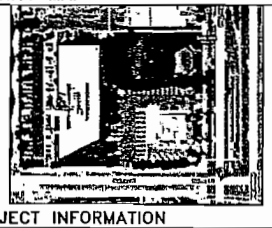
VICINITY MAP



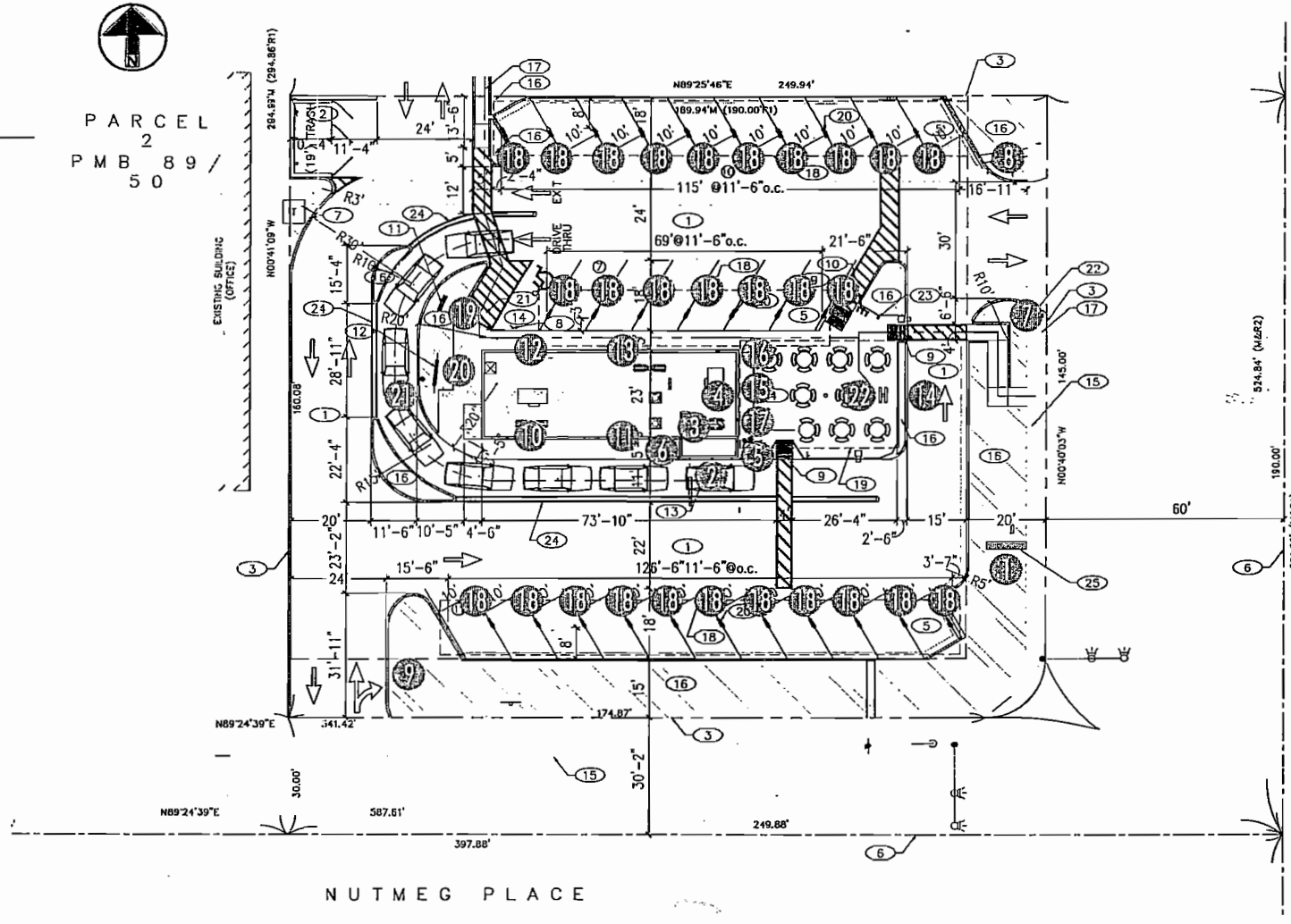
PROJECT INFORMATION

LOCATION: 3095 HARBOR BLVD. COSTA MESA, CA.

LEGEND

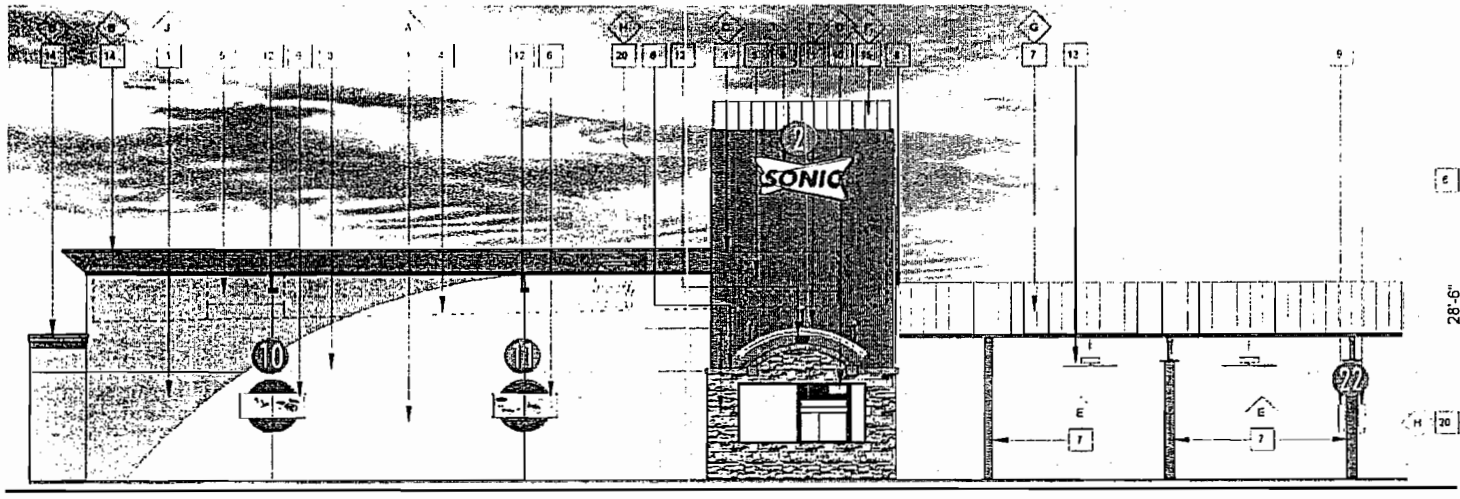
NEW LANDSCAPE – SEE LANDSCAPE PLANS

EXISTING AREA TO REMAIN

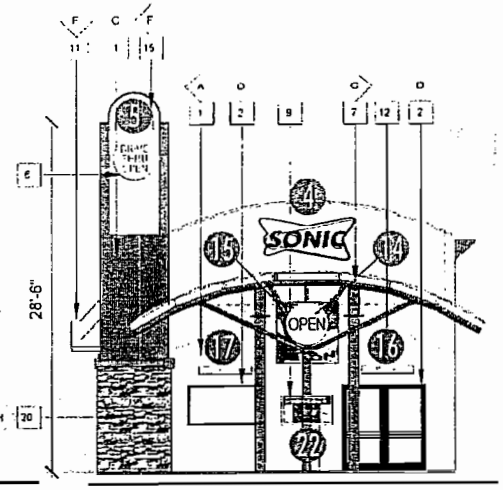


143

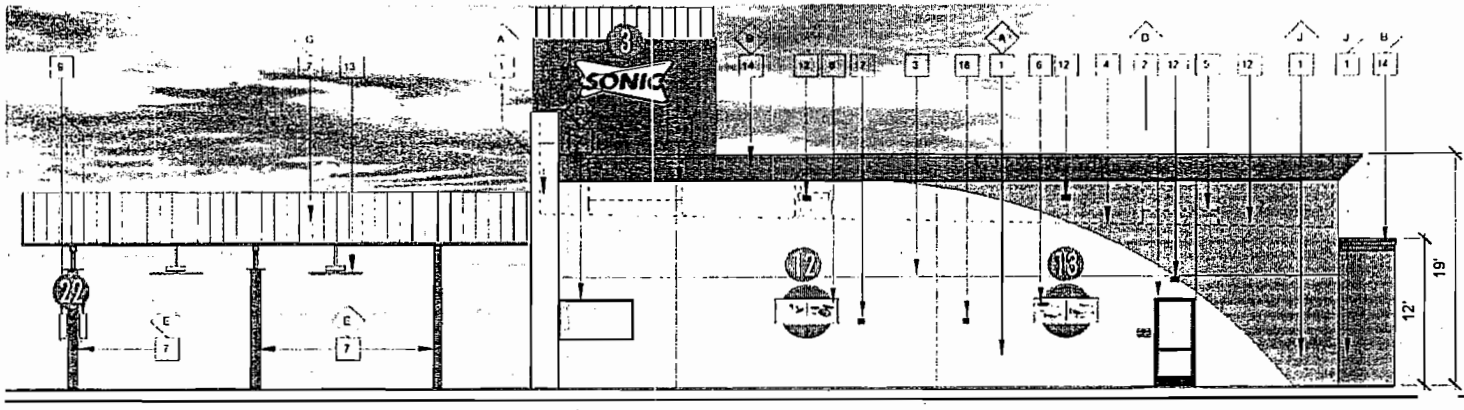
ATTACHMENT 6



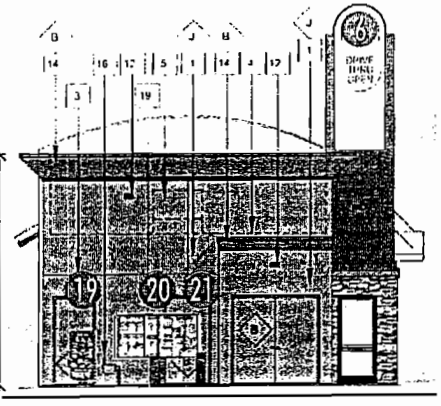
SOUTH ELEVATION



EAST ELEVATION

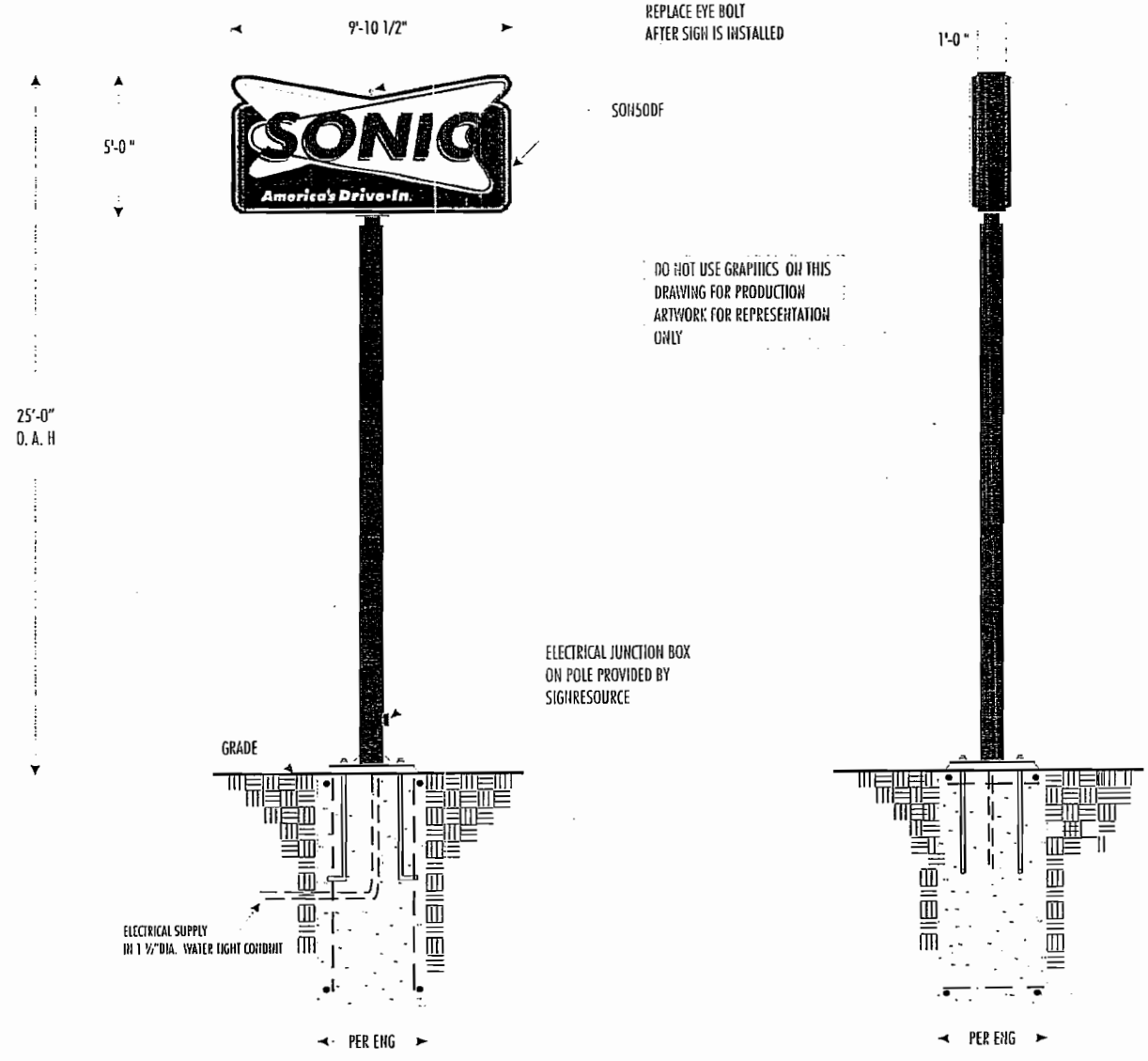


NORTH ELEVATION



WEST ELEVATION

144



FRONT VIEW

SIDE VIEW

49.375 SQ FT

SignResource
6125 District Blvd. • Maywood, CA 90270
800.423.4283 • Fax 323.550.7143
Website: www.signresource.net

DESCRIPTION
SONIC 50 SIGN
DOUBLE FACE POLE
MOUNTED@ 20 O.A.H.
130 MPH WIND LOAD
CAISSON FOOTING

DRAWN BY: BILL FISK
CHECKED BY:
CLIENT: SONIC
LOCATION: VARIOUS
SCALE: N/A
DATE: 06/12/09
DRAWING SHEET #: N/A
REV: C
SHEET #: 3 OF 17

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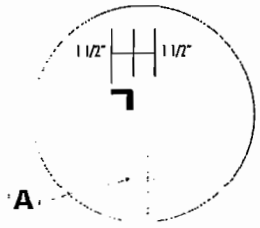
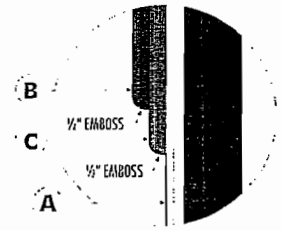
145

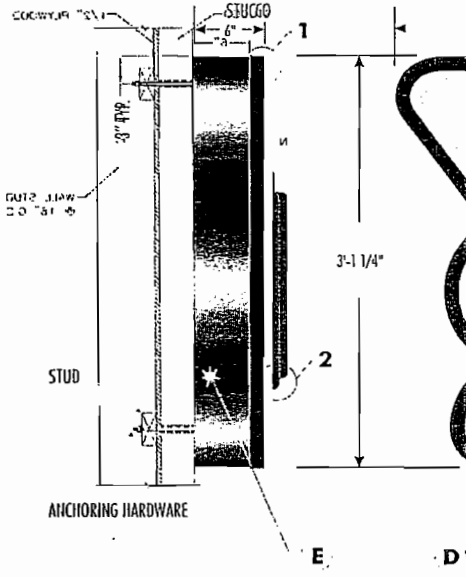
NIGHT ILLUMINATION VIEW



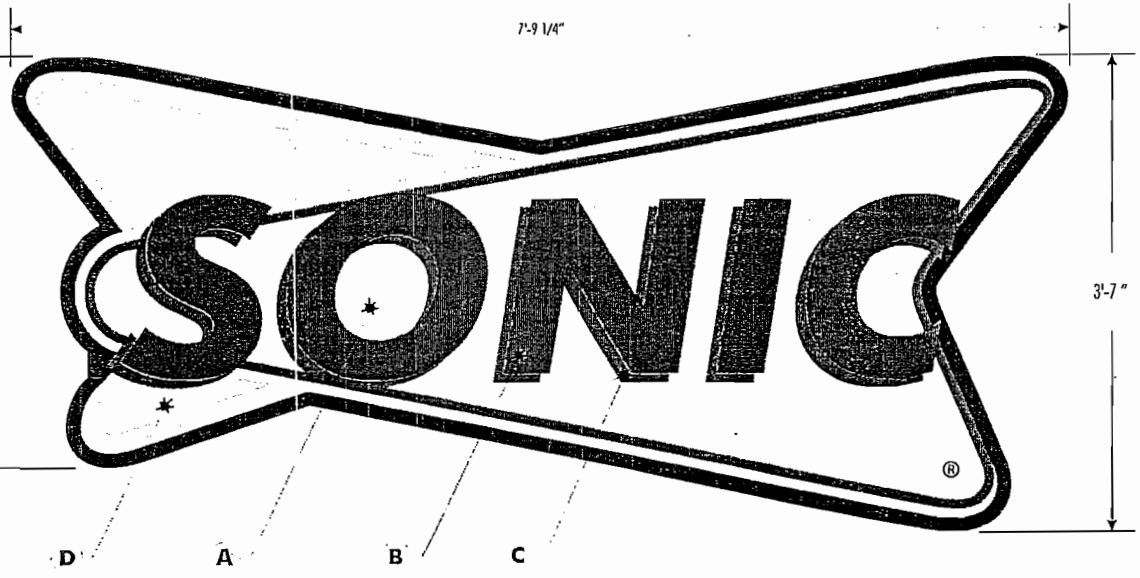
DETAIL 1



DETAIL 2



SIDE VIEW



FRONT VIEW

19.16 SQ.FT.

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REVISION HISTORY:

REV	DATE	REVISED BY	UPDATED BY

PARTS LIST:

REF	DESCRIPTION
A	
B	
C	
D	
E	
F	

MATERIAL LIST

1 .118" CLEAR POLYCARBONATE FACE WITH EMBOSSED SONIC LOGO, DECORATED SECOND SURFACE.
2
3
4
5
6
7
8
9

GENERAL NOTES

1. TOLERANCES (UNLESS NOTED)
   - FRACTIONS +/- 1/16" • EDGE SIZE + 1/16"-1/8"
   - CABINET +/- 1/8" • VISIBLE OVERLAP + 1/8" -/ 1/16"
   - ALL COPY LEVEL UNLESS NOTED OTHERWISE
2. STANDARD VOLTAGE 25" TO 50" UNLESS NOTED OTHERWISE
3. KING COBRA CANOPY REQUIRES USE OF SPECIAL AIR SYSTEM
4. NO DECORATION OR MATERIAL SUBSTITUTION WITHOUT REV

DESCRIPTION
SONIC SIGN 4'X8'
SINGLE FACE ILLUMINATED
WALL/TOWER MOUNTED
@ 130MPH WIND LOAD

VOLTAGE	VACUUM	CURRENT	DESIGN LOAD
120AC	[1]0HE	5.19 AMPS	30 PSF

DRAWN BY	ENGINEER
E.CORDEZA	J.MORALES

CLIENT: SONIC

LOCATION: VARIOUS

SCALE:	DATE:
VARIOUS	11/27/2006

DRAWING FILE #	REV	SHEET #
SON48TSF		4 OF 17

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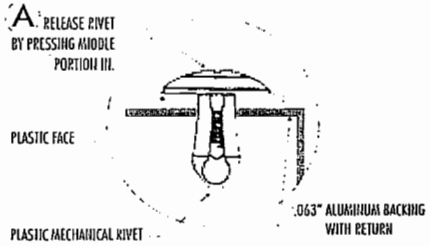
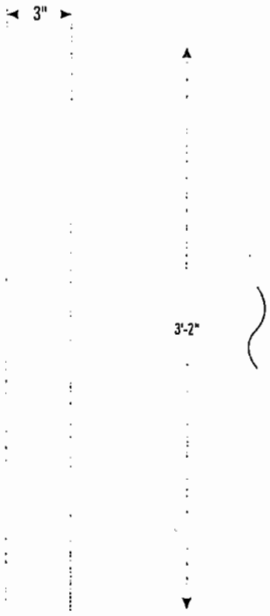
1446

ILLUMINATION VIEW

INSTALL
1. LOOSEN RIVET BY PUSHING MIDDLE OF MECHANICAL RIVET INSIDE. REMOVE RIVET FROM SIGN. ·A· (TOTAL OF 8)
2. REMOVE FACE.
3. MOUNT SIGN TO WALL. USE APPROPRIATE WALL ANCHORS (PROVIDED BY INSTALLER)
4. MAKE ALL APPROPRIATE ELECTRICAL CONNECTIONS.
5. RESET MECHANICAL RIVET BY PRESSING MIDDLE SECTION OUT. ·B·
6. REPLACE FACE
7. REPLACE MECHANICAL RIVETS AND PRESS DOWN TO LOCK FACE INTO PLACE.

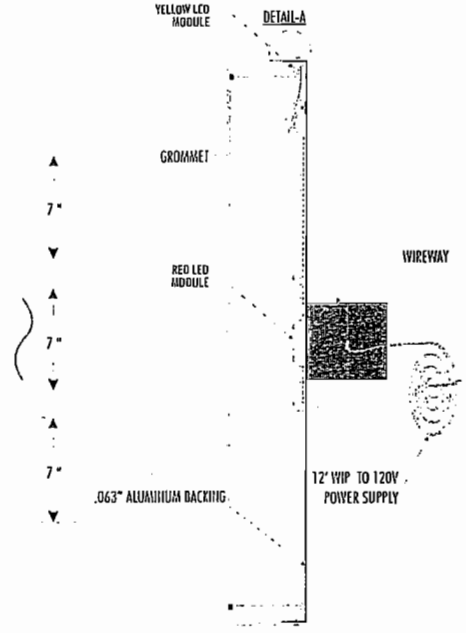


FACE ATTACHEMENT DETAIL A



SIDE VIEW

FRONT VIEW



SECTION VIEW

DECORATIONS:
.093" PLASTIC FORMED FACE
RED DRIVE THRU OPEN COPY AND YELLOW BORDER PANTED 2ND SURFACE
WITH FIRST SURFACE OPAQUE SILVER DECORATION BACKGROUND AND RETURNS

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REVISION HISTORY

REV	DATE	REQUESTED BY	UPDATED BY
D	10/15/07	MIGUEL A.	ISAIAS A.

REVISION DESCRIPTION: REMOVE EMBOSSMENTS FROM BORDER AND COPY

REV	DATE	REQUESTED BY	UPDATED BY
E	10/22/07	MIGUEL A.	JESUS A.

REVISION DESCRIPTION: NEW ABS BACKING

PARTS LIST

ITEM	MATERIAL LIST
1	.093" PLASTIC
2	.063" ALUMINUM BACKING
3	
4	
5	

ITEM	DECORATION AND COLOR
A	LETTERS: PANTONE 485C
B	YELLOW: PANTONE 109C
C	BACKGROUND: OPAQUE SILVER
D	

120 VOLTS
PRIMARY ELECTRICAL TO SIGN LOCATIONS IS TO BE PROVIDED BY OTHERS. A 20 AMP DEDICATED CIRCUIT WITH NO SHARED NEUTRALS AND A GROUND RETURNING TO THE PANEL IS REQUIRED FOR ALL INSTALLATIONS

GENERAL NOTES

1. HOLE SIZE (UNLESS NOTED)
• GRAPHICS +/- 1/8" • FACE SIZE + 1/16"-1/4"
• CABINET +/- 1/8" • SIGN OVERLAP + 1/8"-/ 1/16"
• ALL LOGO LEVEL UNLESS NOTED OTHERWISE
2. VIEWING DISTANCE 25' TO 50' UNLESS NOTED OTHERWISE
3. 25% COLOR CHANGE INDICATES USE OF STANDARD ACRYLIC SYSTEM
4. NO DEVIATION OF MATERIAL SUBSTITUTION WITHOUT ECN.

DESCRIPTION
SONIC
(OVER THE WINDOW SIGN)

DRAWN BY	DESIGNED BY
MIKE JIMENEZ	ISAIAS M.

TITLE: SONIC DRIVE-THRU RESTRAINTS

LOCATION: VARIOUS S

SCALE	DATE
VARIOUS	FEB. 28, 2006

DRAWING #	REV	SHEET #
SON38CDTO	E	5 OF 17

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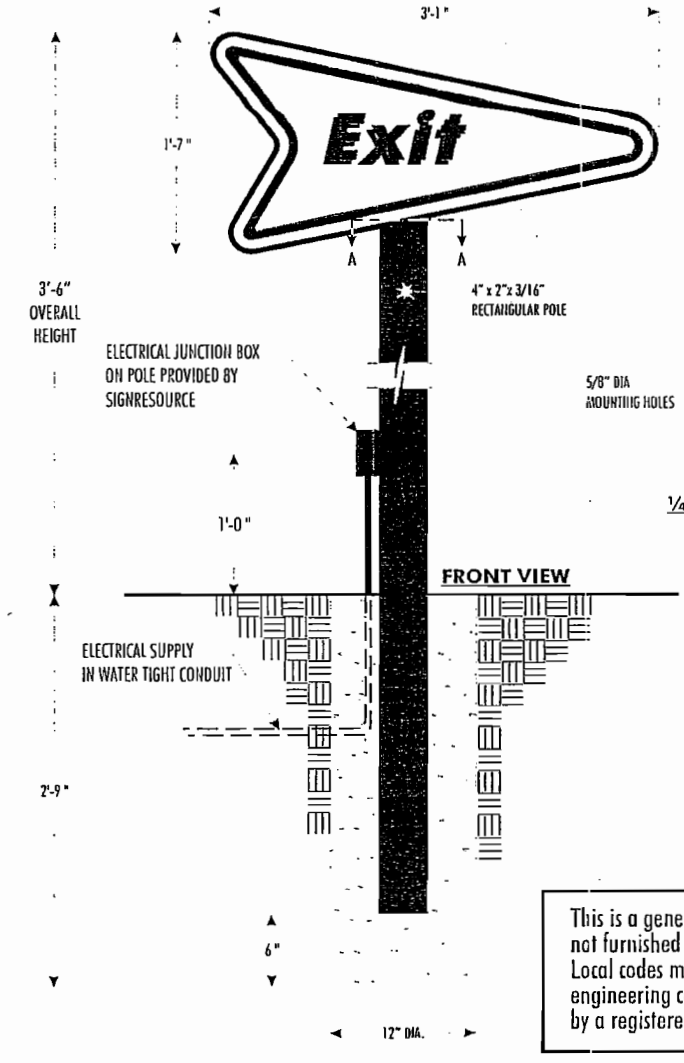
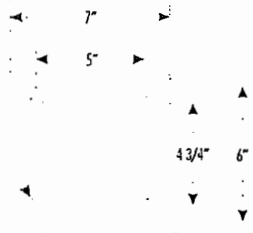
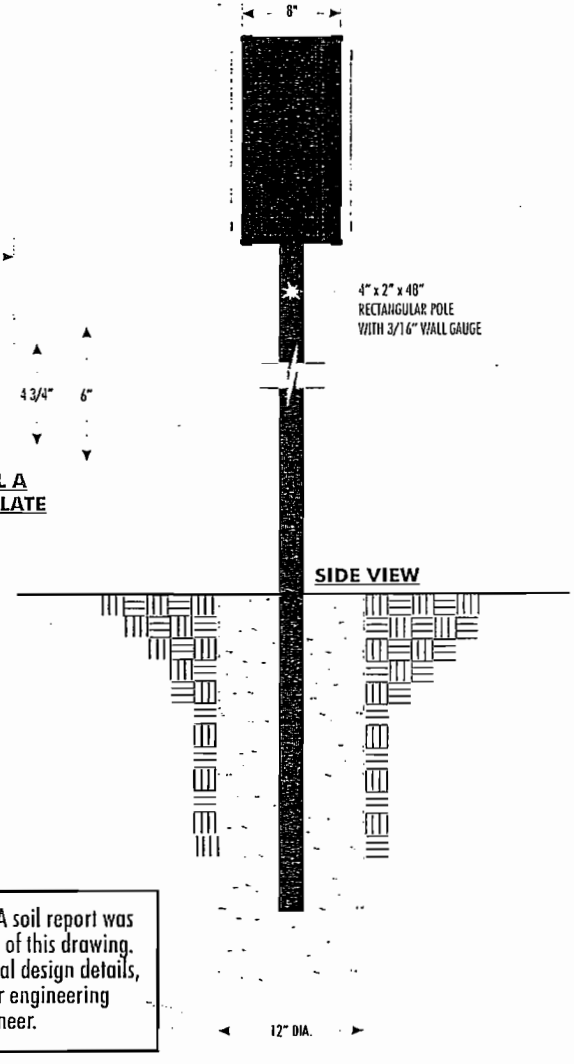




SECTION DETAIL A
¼" MOUNTING PLATE



This is a general footing design. A soil report was not furnished for the preparation of this drawing. Local codes may require additional design details, engineering calculations, and / or engineering by a registered professional engineer.

SIGN SPECIFICATIONS

1. LAMPS
   (1) F30/CW/HO LAMP
   (1) F24/CW/HO LAMP

2. BALLAST
   ADVANCE ABS-0412-24

3. TOTAL CONNECTED LOAD
   1.48 AMPS

4. CIRCUITS
   (1) 20 AMP CIRCUIT
   120 VOLTS

5. CONCRETE
   VOLUME OF FOOTING IN CUBIC YARDS 0.08

6. WEIGHT
   SIGN 32 LBS.
   POLE 28 LBS.
   TOTAL COMBINED - 60 LBS

7. AREA
   SQUARED 4.88 SQ.FT.
   ACTUAL 2.42 SQ. FT

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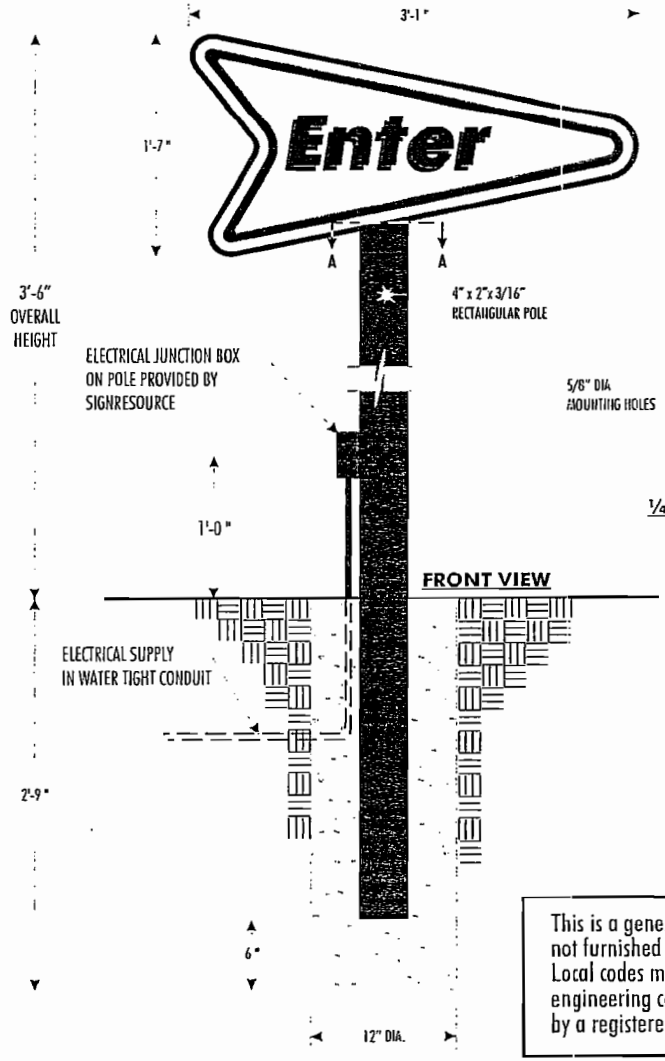
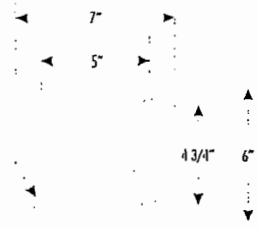
DESCRIPTION
SONIC SIGN 2'X3'
DOUBLE FACE ILLUMINATED
DIRECTIONAL
@ 130 WIND LOAD

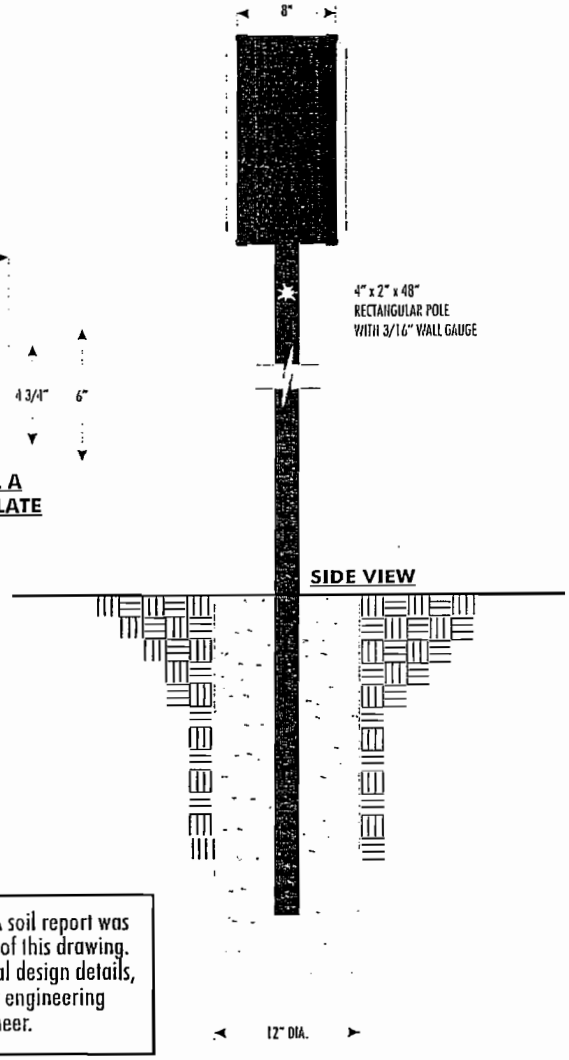
DRAWN BY: ISAIAS M. CHECKED BY:
CLIENT: SONIC
LOCATION: VARIOUS
SCALE: VARIOUS DATE: 11-29-04
DRAWING PART # SN0203DRO_130WL REV. SHEET # 6 OF 17

148





SECTION DETAIL A
¼" MOUNTING PLATE



This is a general footing design. A soil report was not furnished for the preparation of this drawing. Local codes may require additional design details, engineering calculations, and / or engineering by a registered professional engineer.

SIGN SPECIFICATIONS

1. LAMPS
   (1) F30/CW/HO LAMP
   (1) F24/CW/HO LAMP
2. BALLAST
   ADVANCE ABS-0412-24
3. TOTAL CONNECTED LOAD
   1.48 AMPS
4. CIRCUITS
   (1) 20 AMP CIRCUIT
   120 VOLTS
5. CONCRETE
   VOLUME OF FOOTING IN CUBIC YARDS 0.08
6. WEIGHT
   SIGN 32 LBS.
   POLE 28 LBS.
   TOTAL COMBINED - 60 LBS
7. AREA
   SQUARED 4.88 SQ.FT.
   ACTUAL 2.42 SQ. FT

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DESCRIPTION
SONIC SIGN 2'X3'
DOUBLE FACE ILLUMINATED
DIRECTIONAL
@ 130 WIND LOAD

DRAWN BY: ISAIAS M. CHECKED BY:
CLIENT: SONIC
LOCATION: VARIOUS
COLOR: VARIOUS DATE: 11-29-04
DRAWING FILE # SN0203DRO_130WL REV SHEET # 7 OF 17

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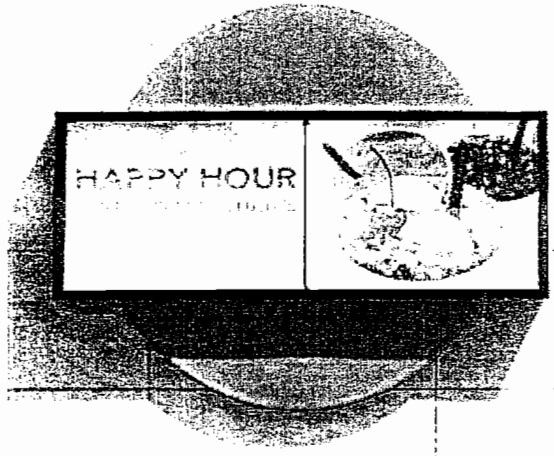
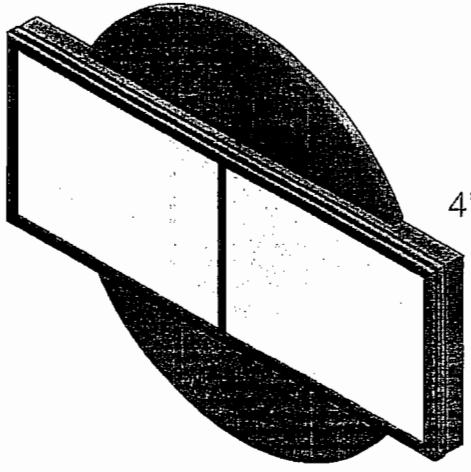
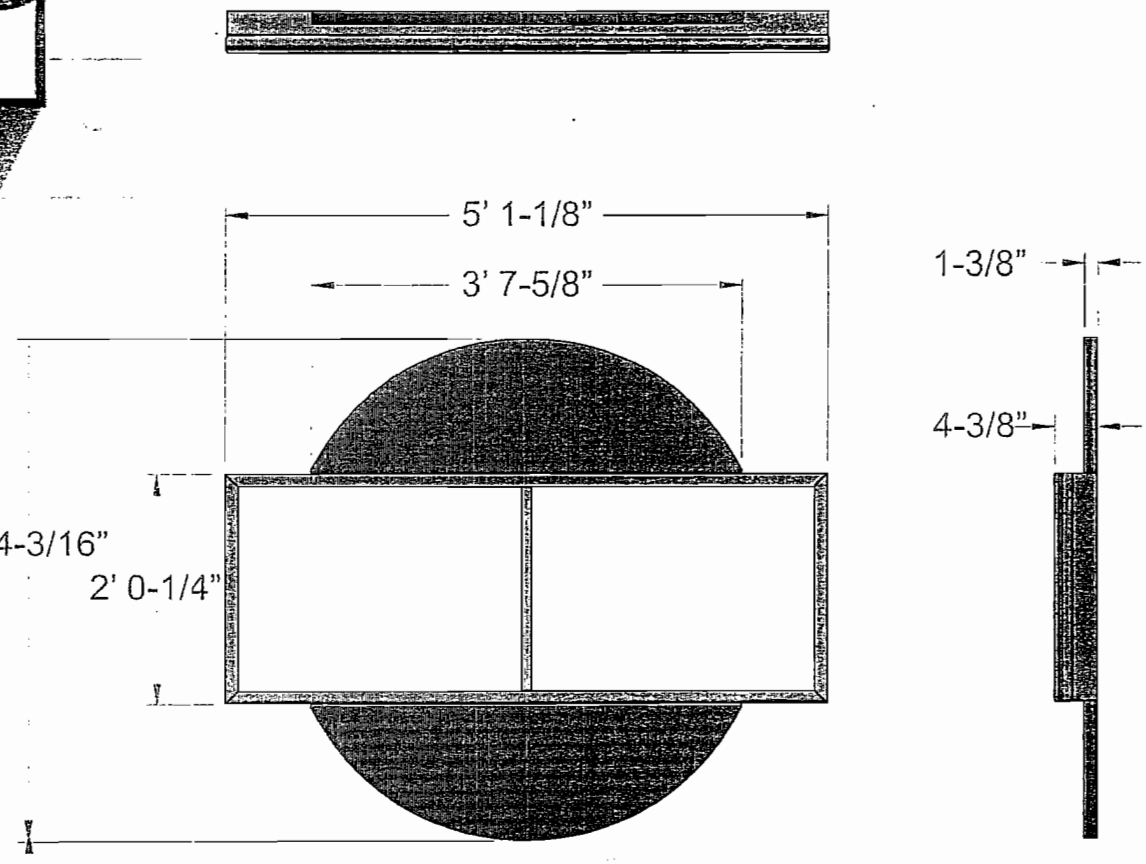
144







10 11 12 13

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REVISION HISTORY:

REV	DATE	REQUESTED BY	DRAWN BY
REVISION DESCRIPTION			

PARTS LIST:

ITEM	DESCRIPTION
A	
B	
C	
D	

ITEM	DESCRIPTION
1	
2	
3	
4	
5	

GENERAL NOTES

1 TOLERANCE UNLESS NOTED
• GRAPHICS +/-1/8" • LAYOUT SKIP – 1/16"-/+
• CABINET +/- 1/8" • VENT OVERLAP – 1/8" +/ 1/16"
• ALL COPY LEVEL UNLESS NOTED OTHERWISE
2 VIEWING DISTANCE 25' TO 50' UNLESS NOTED OTHERWISE
3 FCS COLOR CALLOUT INDICATES USE OF SEPAPLAT FOR SYSTEM
4 NO DEVIATION OF MATERIAL SUBSTITUTION WITHOUT ECN

DESCRIPTION
NON-ILLUMINATED
WALL SIGN

CHANGE	DATE	DRAWN	DESCRIPTION

DRAWN BY: DC
ENGINEER:
CLIENT: SONIC
LOCATION: VARIOUS
DATE: VARIOUS
SCALE: 03/24/10
DRAWING # N/A
REV
SHEET # 8 OF 17

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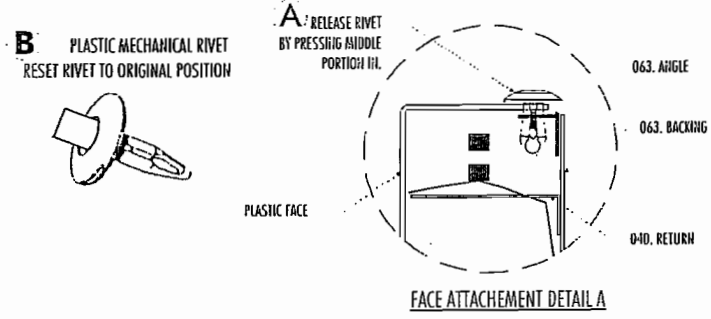
150

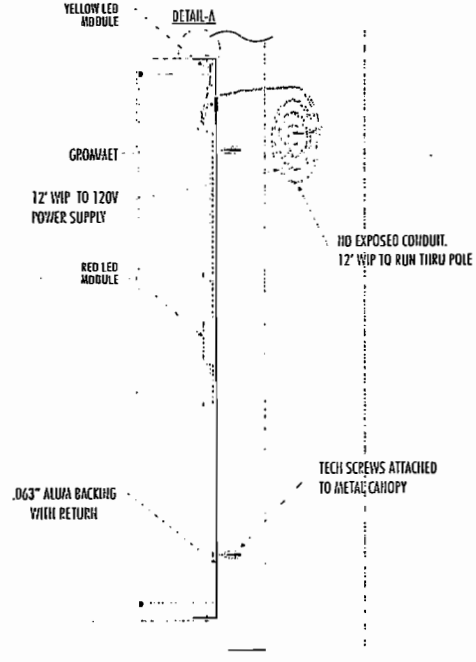
INSTALL
1. LOOSEN RIVET BY PUSHING MIDDLE OF MECHANICAL RIVET INSIDE. REMOVE RIVET FROM SIGN. -A- (TOTAL OF 8)
2. REMOVE FACE.
3. MOUNT SIGN TO WALL. USE APPROPRIATE WALL ANCHORS (PROVIDED BY INSTALLER)
4. MAKE ALL APPROPRIATE ELECTRICAL CONNECTIONS.
5. RESET MECHANICAL RIVET BY PRESSING MIDDLE SECTION OUT. -B-
6. REPLACE FACE
7. REPLACE MECHANICAL RIVETS AND PRESS DOWN TO LOCK FACE INTO PLACE.



FACE ATTACHEMENT DETAIL A

SIDE VIEW

FRONT VIEW



SECTION VIEW

DECORATIONS:
.093" PLASTIC FORMED FACE
RED OPEN COPY AND YELLOW BORDER PAINTED 2ND SURFACE
WITH FIRST SURFACE OPAQUE SILVER DECORATION BACKGROUND AND RETURNS

4 SQ.FT.

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REVISION HISTORY:

REV	DATE	REVISION BY	REVISED BY
D	10/15/07	MIGUEL A	ISAIAS M.

REMOVE EMBOSSMENTS FROM BORDER AND COPY

REV	DATE	REVISION BY	REVISED BY
F	02/28/08	VA	MEDINA

REMOVE ABS BACKING AND ADD ANGLE DETAIL

PARTS LIST:

ITEM	DESCRIPTION
A	LETTERS: PANTONE 485C
B	YELLOW: PANTONE 109C
C	BACKGROUND: OPAQUE SILVER
D	

ITEM	DESCRIPTION
1	.093" PLASTIC
2	.118 ABS BACKING
3	
4	
5	

120 VOLTS
PRIMARY ELECTRICAL TO SIGN LOCATIONS IS TO BE PROVIDED BY OTHERS. A 20 AMP DEDICATED CIRCUIT WITH NO SHARED NEUTRALS AND A GROUND RETURNING TO THE PANEL IS REQUIRED FOR ALL INSTALLATIONS

GENERAL NOTES

1 TOLERANCE (UNLESS STATED)
• GRAPHICS +/- 1/8" • LEGEL SIZE — 1/16"-/+"
• CABINET +/- 1/8" • TRIM OVERLAP — 1/8"+/- 1/16"
• ALL COPY LEVEL UNLESS NOTED OTHERWISE
2 VIEWING DISTANCE 25' TO 50' UNLESS NOTED OTHERWISE
3 PAYS COLOR CHART INDICATES USE OF SERVITAT AIR SYSTEM
4 NO DEVIATION OF MATERIAL SUBSTITUTION WITHOUT ECN

DESCRIPTION
SONIC
(Canopy Open Sign)

DRAWN BY	SCALED BY
MIKE JIMENEZ	ISAIAS M.

CLIENT
ISAIAS M.

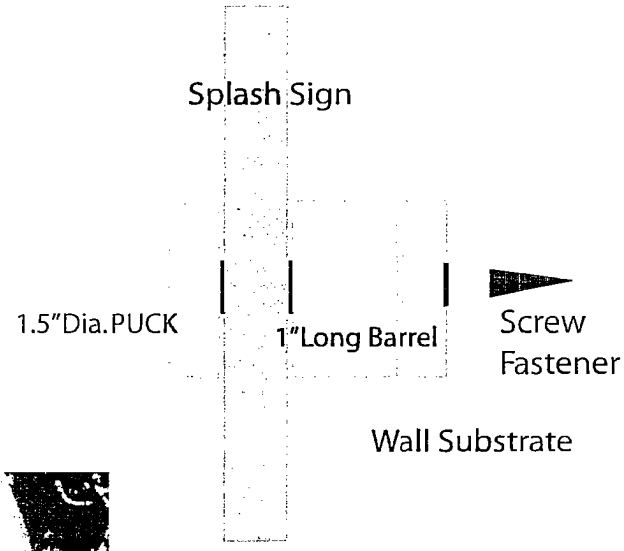
LOCATION
VARIOUS

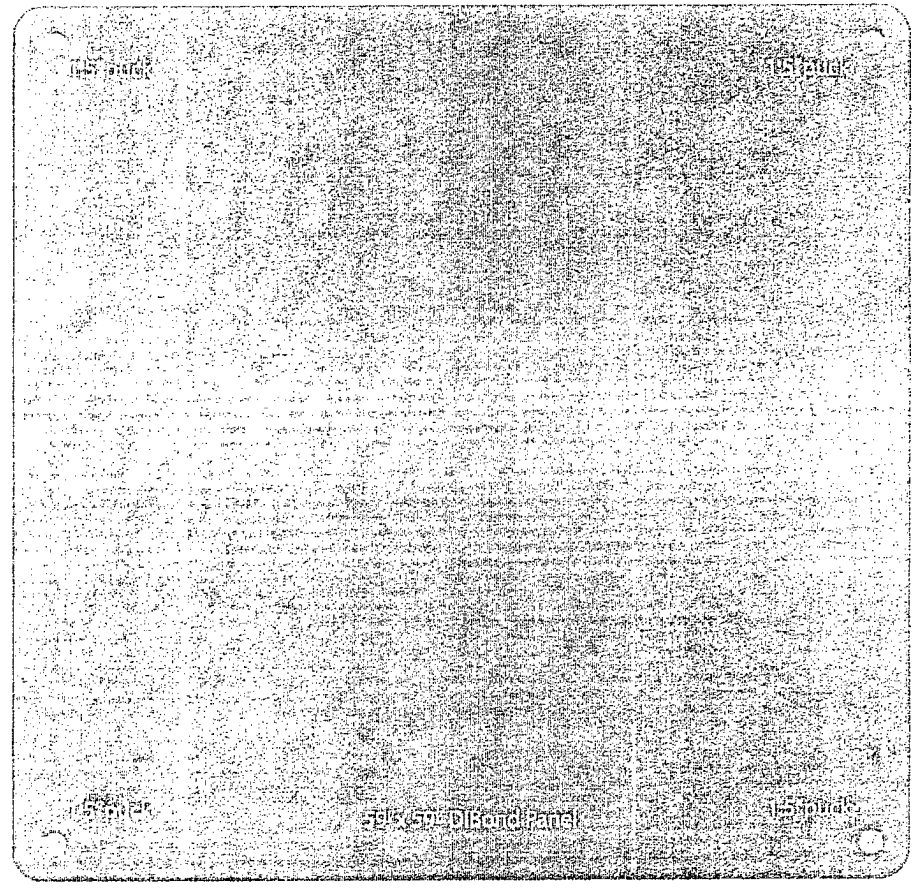
CLICHE	DATE
VARIOUS	02-28-06

COMMENTS #	REV	SHEET #
SON24C0	F	9 OF 17

5

Splash Panel Installation



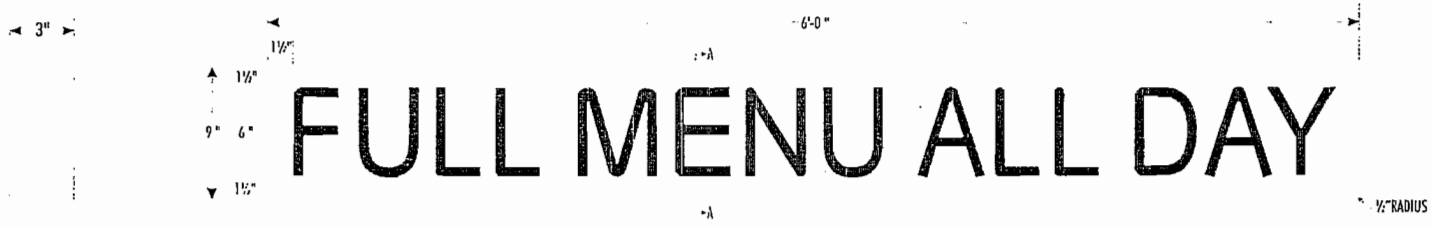


Sign installs centered above
main entrance under new canopy

152

FULL MENU ALL DAY

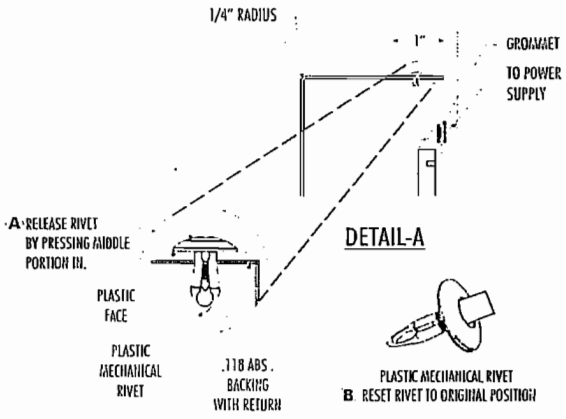
ILLUMINATION VIEW



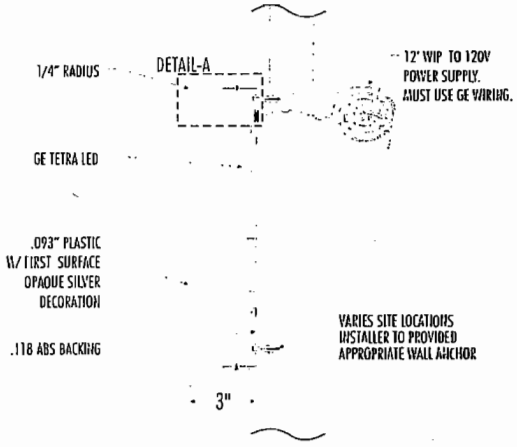
SIDE VIEW

SQ. FT. 4.5

FRONT VIEW



DETAIL-A



MOUNTING SECTION VIEW

INSTALL
1. LOOSEN RIVET BY PUSHING MIDDLE OF MECHANICAL RIVET INSIDE. REMOVE RIVET FROM SIGN. "A" (TOTAL OF 8)
2. REMOVE FACE.
3. MOUNT SIGN TO WALL. USE APPROPRIATE WALL ANCHORS (PROVIDED BY INSTALLER)
4. MAKE ALL APPROPRIATE ELECTRICAL CONNECTIONS.
5. RESET MECHANICAL RIVET BY PRESSING MIDDLE SECTION OUT. "B"
6. REPLACE FACE
7. REPLACE MECHANICAL RIVETS AND PRESS DOWN TO LOCK FACE INTO PLACE.

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REVISION HISTORY

REV	DATE	REQUESTED BY	UPDATED BY
E	10/15/07	SCOTT V.	MIKE J

REVISION DESCRIPTION: REMOVE EMBOSSMENTS FROM BORDER AND COPY

REV	DATE	REQUESTED BY	UPDATED BY
F	01/21/08	PRODUCT.	ANTHONY.S

REVISION DESCRIPTION: NEW ABS BACKING

PARTS LIST

ITEM	MATERIAL LIST
1	.093 FORMED PLASTIC FACE
2	RED GE MINI TETRA
3	.118" ABS BACKING
4	
5	

ITEM	DECORATION AND COLOR
A	PMS 485 RED COPY
B	SILVER OPAQUE BACKGROUND
C	
D	

X FIRST SURFACE X SECOND SURFACE

DECORATIONS:
COPY PAINTED 2ND SURFACE
WITH FIRST SURFACE OPAQUE SILVER
DECORATION BACKGROUND AND RETURNS

GENERAL NOTES

1. TOLERANCE (UNLESS NOTED)
   - GRAPHICS +/- 1/8" • FACE SIZE + 1/16" -1/4"
   - CABINET +/- 1/8" • VISIBLE OVERLAP - 1/32" + 1/16"
   - ALL COPY LEVEL UNLESS NOTED OTHERWISE
2. VIEWING DISTANCE 25' TO 50' UNLESS NOTED OTHERWISE
3. PMS COLOR CALLOUT INDICATES USE OF SPECIFIED INK SYSTEM
4. NO DEVIATION OR SUBSTITUTION WITHOUT EOL
5. ALL ELECTRICAL SIGNS TO COMPLY WITH UL 48

DESCRIPTION: SONIC
OVER THE WINDOW
1'X 6' WALL SIGN
(COPY FULL MENU ALL DAY)

CLIENT: FOR USE WITH 24 VDC POWER SUPLLY

DRAWN BY: MIKE JIMENEZ CHECKED BY: ISAIAS M.

PROJECT: SONIC DRIVE-THRU RESTRAINTS

LOCATION: VARIOUS SONIC RESTRAINTS

SCALE: 12345678 DATE: DEC. 13, 2005

DRAWING/SHEET #: SON16WFM REV: F SHEET #: 11 OF 17

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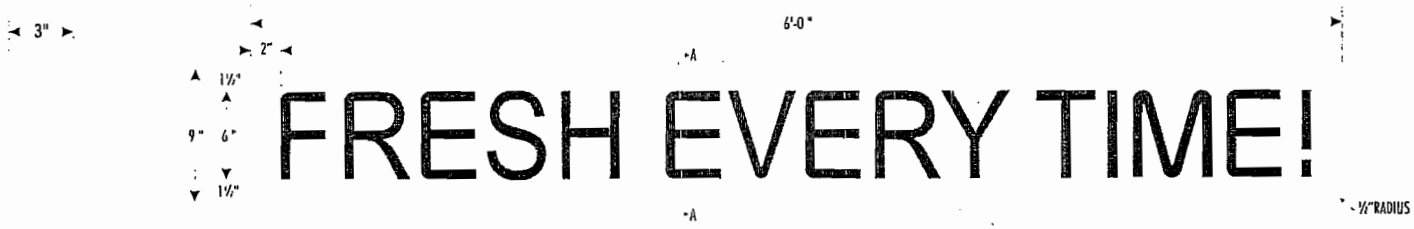
FRESH EVERY TIME!

ILLUMINATION VIEW

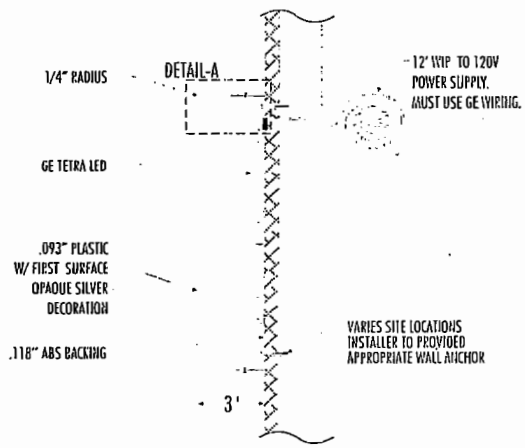


SIDE VIEW

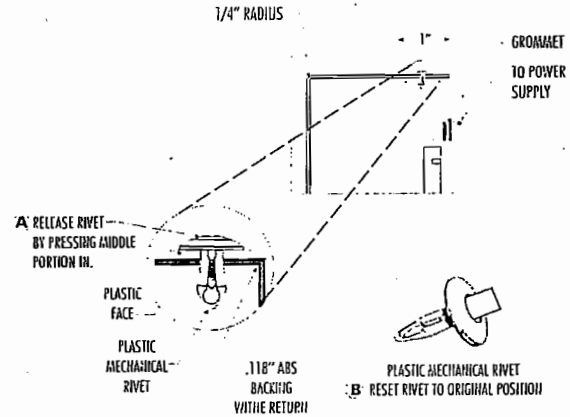
SQ. FT. 4.5

FRONT VIEW

INSTALL
1. LOOSEN RIVET BY PUSHING MIDDLE OF MECHANICAL RIVET INSIDE. REMOVE RIVET FROM SIGN. (A) (TOTAL OF 8)
2. REMOVE FACE.
3. MOUNT SIGN TO WALL. USE APPROPRIATE WALL ANCHORS (PROVIDED BY INSTALLER)
4. MAKE ALL APPROPRIATE ELECTRICAL CONNECTIONS.
5. RESET MECHANICAL RIVET BY PRESSING MIDDLE SECTION OUT. (B)
6. REPLACE FACE
7. REPLACE MECHANICAL RIVETS AND PRESS DOWN TO LOCK FACE INTO PLACE.



MOUNTING SECTION VIEW



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REVISION HISTORY

REV	DATE	REQUESTED BY	UPDATED BY
E	10/15/07	SCOTT V.	MIKE J

REVISION DESCRIPTION: REMOVE EMBOSSMENTS FROM BORDER AND COPY

REV	DATE	REQUESTED BY	UPDATED BY
F	10/22/07	SCOTT V.	JESUS A.

REVISION DESCRIPTION: NEW ABS BACKING

PARTS LIST

ITEM	MATERIAL LIST
1	.093 FORMED PLASTIC FACE
2	RED GE MINI TETRA
3	.063 ALUM FORMED BACK
4	.118" ABS BACKING
5	

ITEM	DECORATION AND COLOR
A	PMS 485 RED COPY
B	SILVER OPAQUE BACKGROUND
C	
D	

X FIRST SURFACE X SECOND SURFACE

DECORATIONS:
COPY PAINTED 2ND SURFACE
WITH FIRST SURFACE OPAQUE SILVER
DECORATION BACKGROUND AND RETURNS

GENERAL NOTES

1. TOLERANCE (UNLESS NOTED)
   - GRAPHICS -/-1/16" • FACE SIZE + 1/16"-1/4"
   - CABINET -/- 1/8" • WITH OVERLAP + 1/2" -/ 1/16"
   - ALL COPY LEVEL (UNLESS NOTED OTHERWISE)
2. VIEWING DISTANCE 25' TO 50' (UNLESS NOTED OTHERWISE)
3. FLUS COLOR CATALOG REPRESENTS USE OF SPECIALTY COATING SYSTEMS
4. NO DEVIATION OR GENERAL SUBSTITUTION WITHOUT ECN.
5. ALL ELECTRICAL SIGNS TO COMPLY WITH UL 48

DESCRIPTION: SONIC
OVER THE WINDOW
1'X 6' WALL SIGN
(COPY FRESH EVERY TIME!)

VOLTAGE / CPCUIT / CURRENT / DESIGN LOAD: NOT APPLICABLE FOR REFACE

DRAWN BY: MIKE JIMENEZ — ENGINEER: ISAIAS M.

CLIENT: SONIC DRIVE-THRU RESTRAINTS

LOCATION: VARIOUS SONIC RESTRAINTS

QUOTE: 12345678 — DATE: DEC. 13, 2005

DRAWING NO.: SON16WFE — REV: F — SHEET #: 12 OF 17

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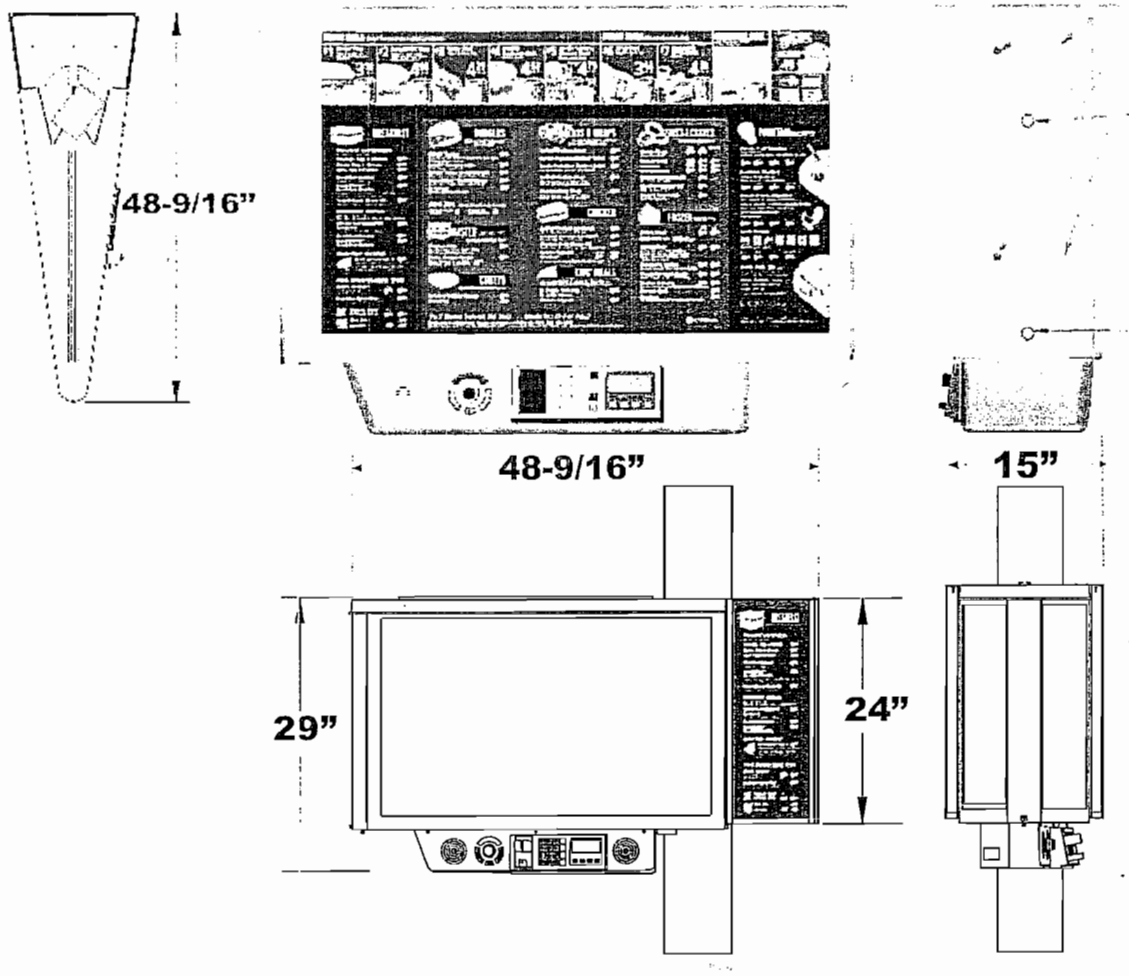
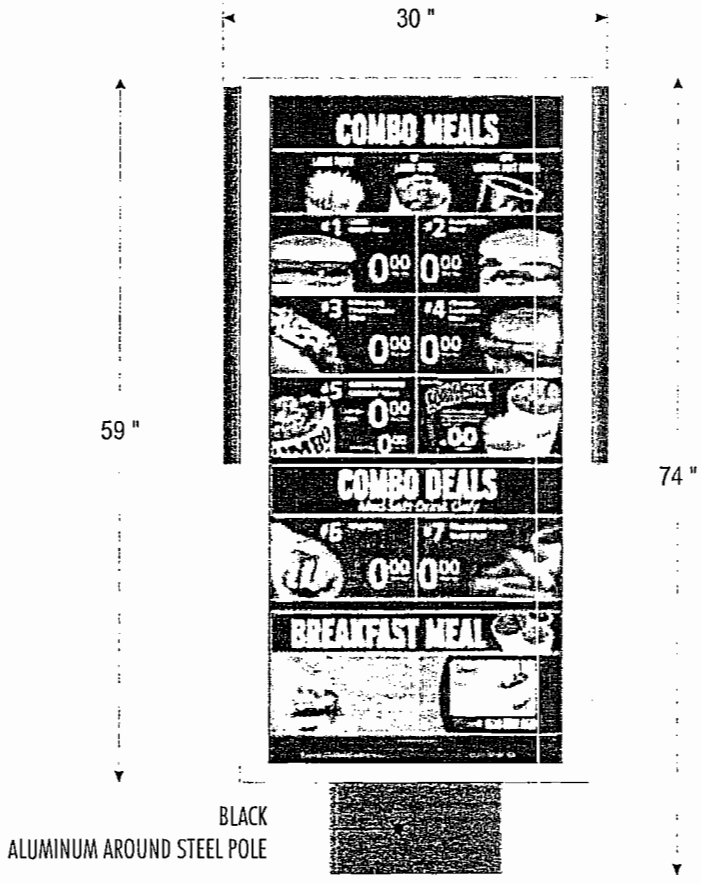
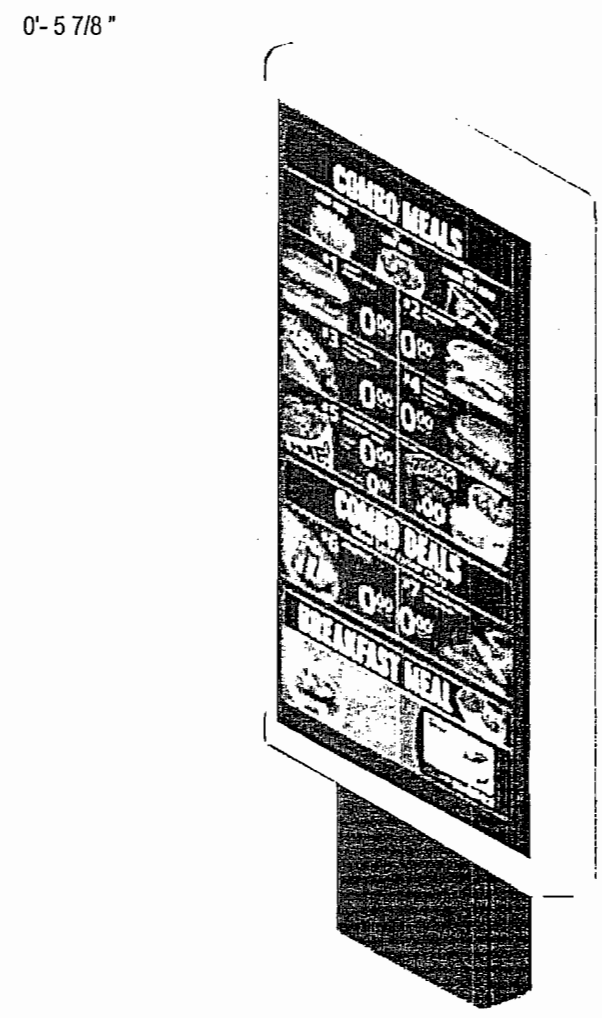
154



155

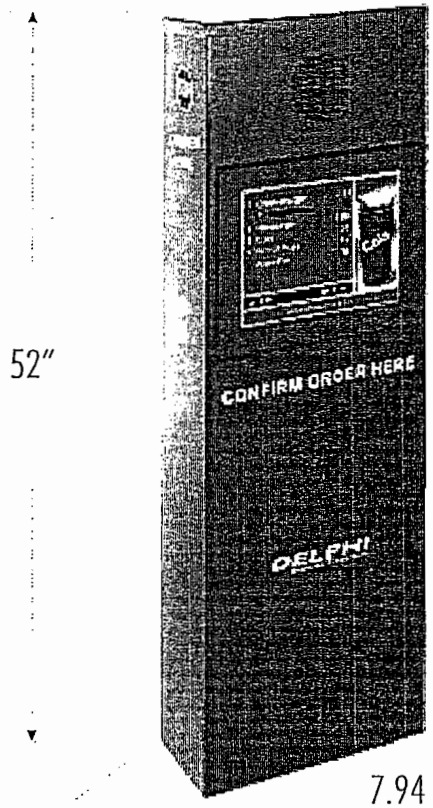




DRIVE-THRU
PREVIEW BOARD

12.29 SQ.FT.

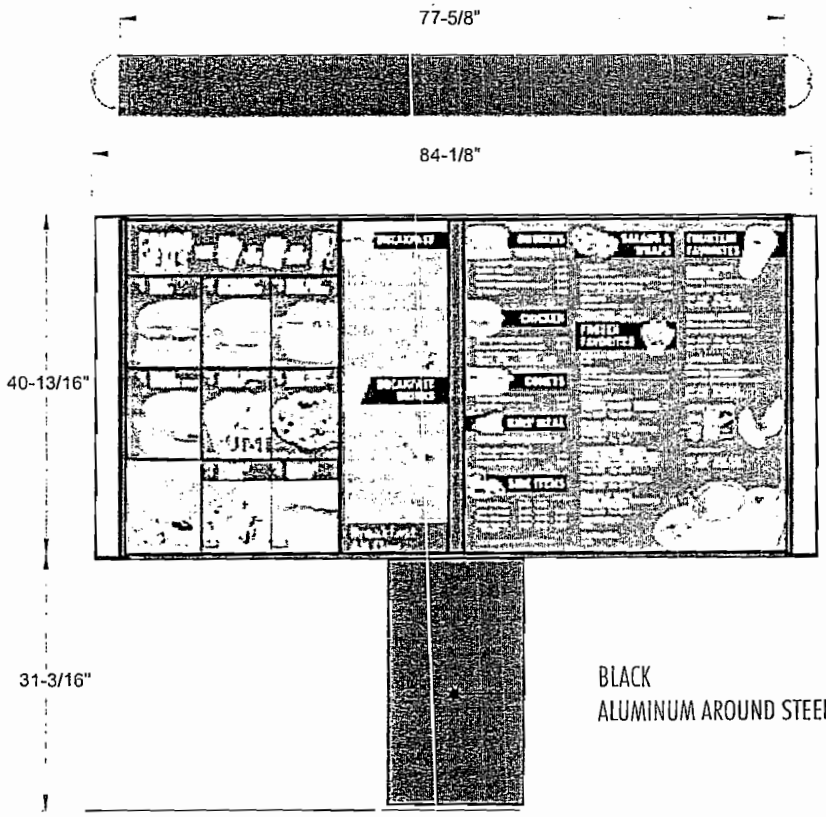
156

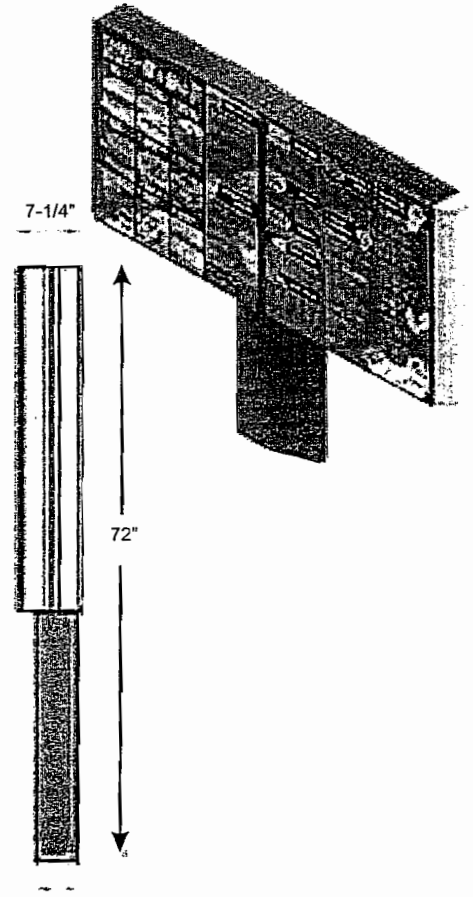


BLACK
ALUMINUM AROUND STEEL POLE

7.94 SQ.FT.

157

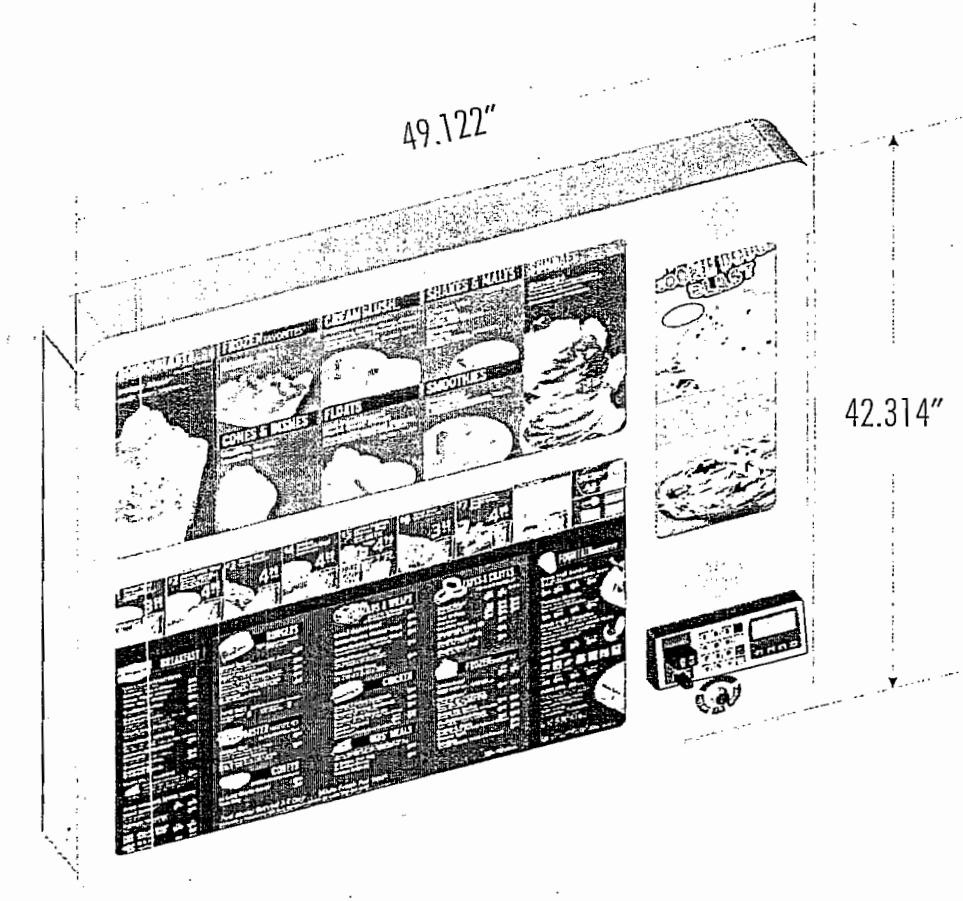




BLACK
ALUMINUM AROUND STEEL POLE

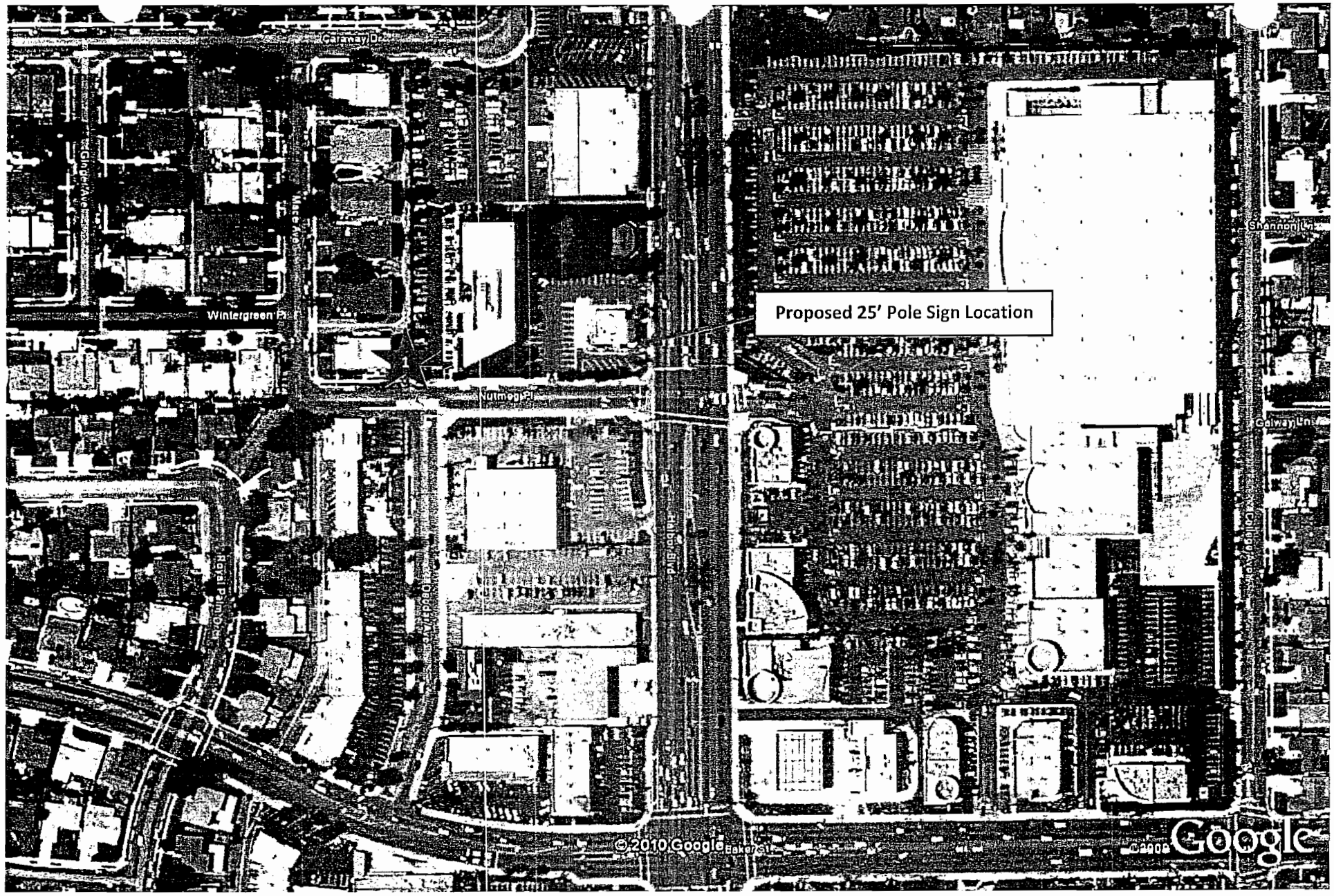
DRIVE-THRU
MENU BOARD
23.84 SQ.FT.

158



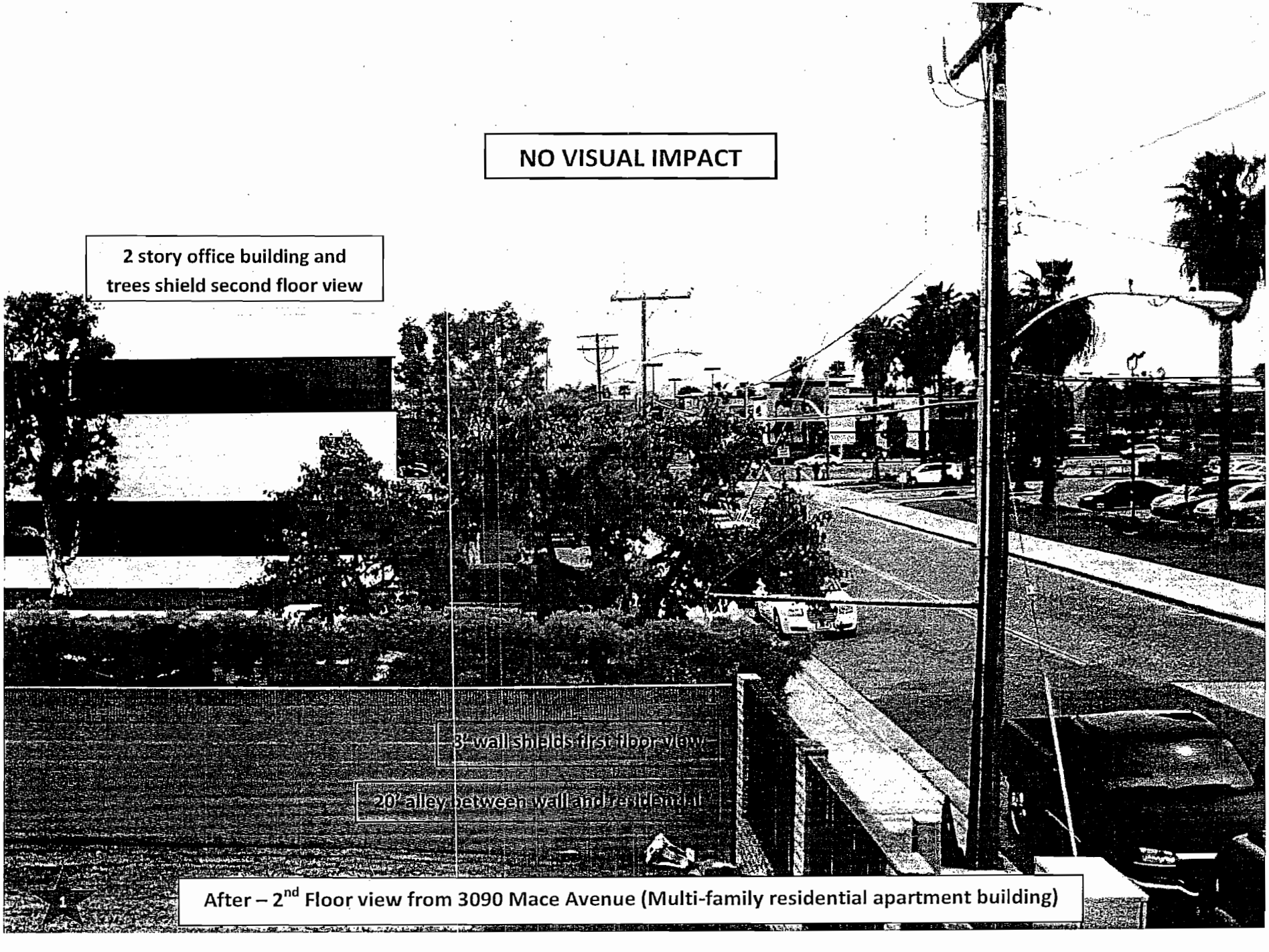
SONIC PATIO MENU BOARD

159

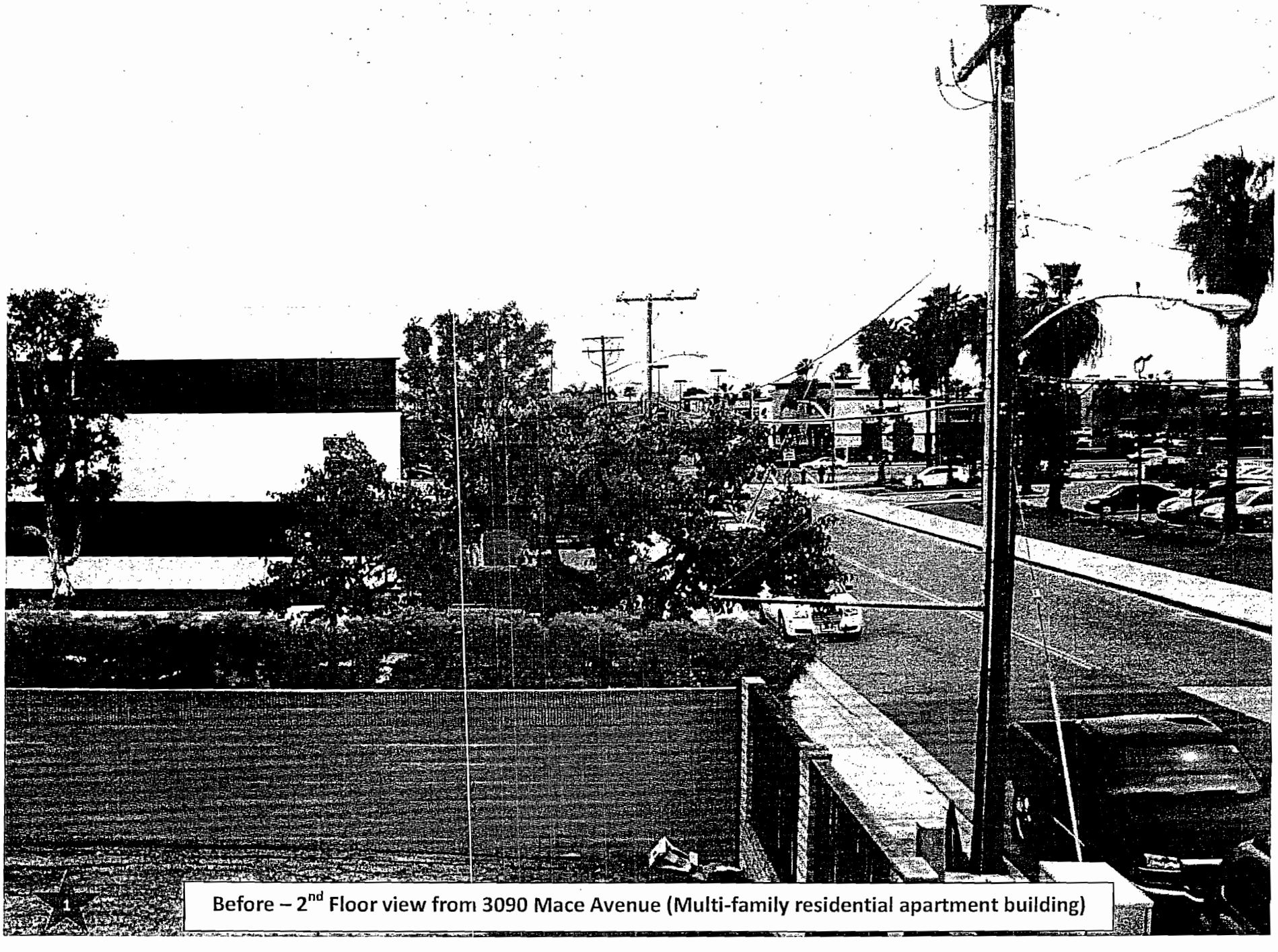


1. Static View Simulation – 2nd story view from 3090 Mace Ave. The view from the first floor is shielded by an alley wall. The rear of the residential property line is 168' away from the rear of the Sonic Drive-In property line.

160

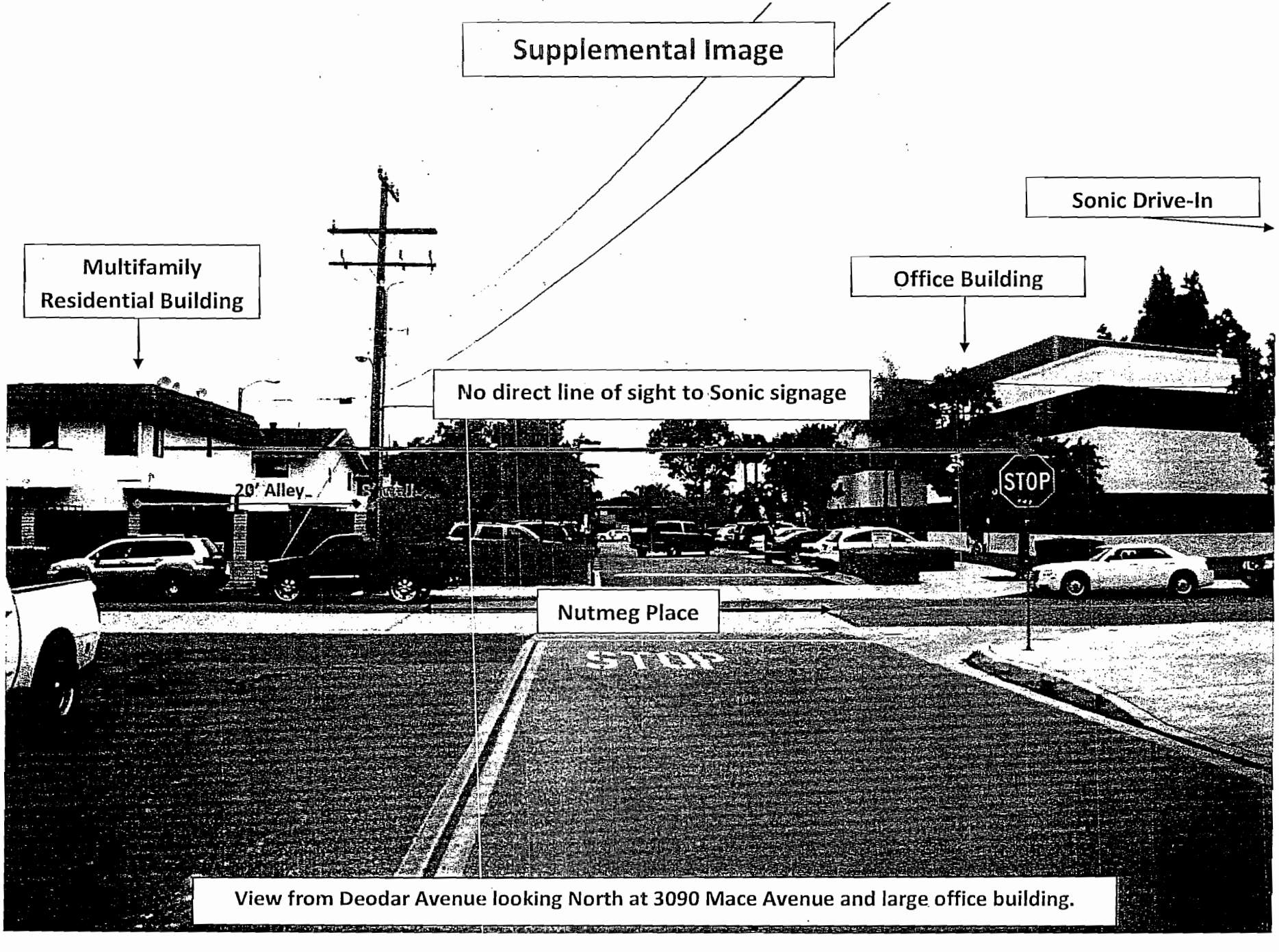


After – 2nd Floor view from 3090 Mace Avenue (Multi-family residential apartment building)



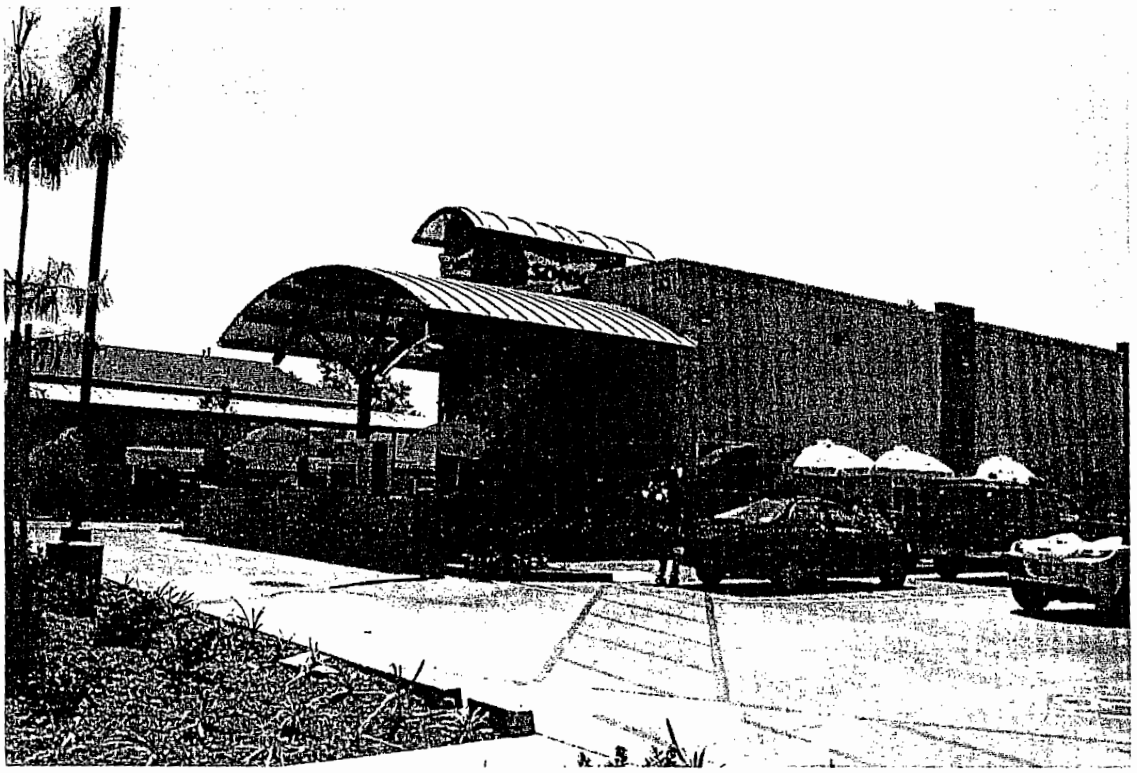
Before – 2nd Floor view from 3090 Mace Avenue (Multi-family residential apartment building)

162

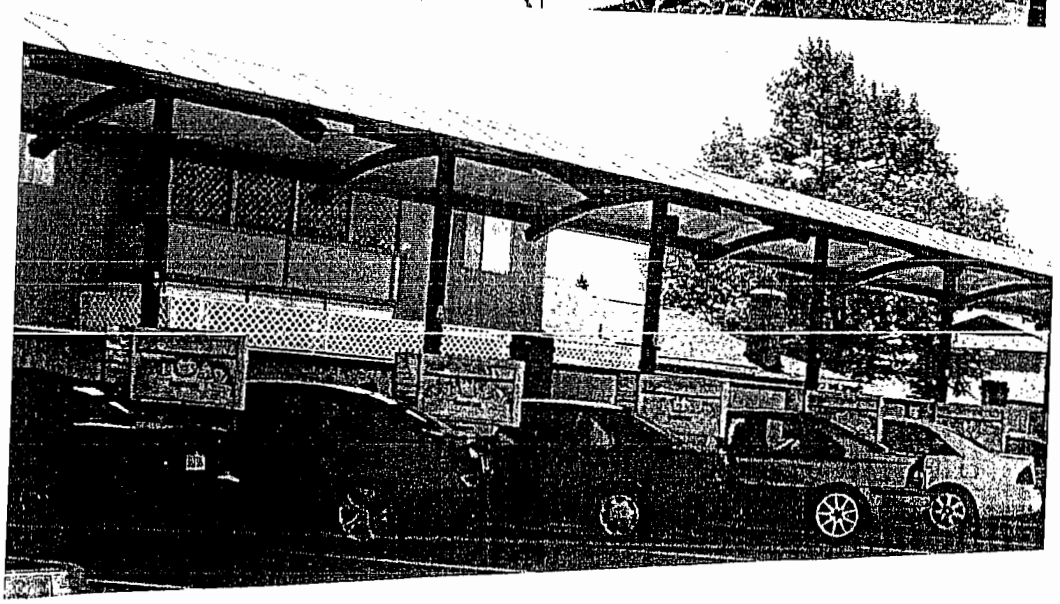


View from Deodar Avenue looking North at 3090 Mace Avenue and large office building.

ATTACHMENT 1



Sonic Burger - Santa Ana Location



Sonic Burger - Santa Ana Location