



PLANNING DIVISION
1243 NATIONAL CITY BOULEVARD
NATIONAL CITY, CA 91950
(619) 336-4310
planning@nationalcityca.gov

STAFF ONLY	
Case Number	2025-37 Appeal
Filing Fee \$	1,500 Receipt No. /
Date Received	11/03/25 By Sophia DePew
Zoning Designation	MXD-2 U.G. /
New or Modification	/
Related Cases	2025-29 COP
E.A.F. Required	/ Fee /

DISCRETIONARY PERMIT APPLICATION

- | | |
|--|---|
| ☐ Annexation | ☐ Planned Development Permit |
| ☒ Appeal | ☐ Preliminary Site Plan Review |
| ☐ Certificate of Compliance | ☐ Request to Initiate |
| ☐ Coastal Development Permit | ☐ Specific Plan |
| ☐ Code Amendment | ☐ Street/Alley Vacation |
| ☐ Conditional Use Permit | ☐ Substantial Conformance |
| ☐ Consistency Review | ☐ Tentative Parcel Map |
| ☐ General Plan Amendment | ☐ Tentative Subdivision Map |
| ☐ Historic Site Designation/Mills Act | ☐ Variance |
| ☐ Interim Use Permit | ☐ Zone Map Change |
| ☐ Minor Use Permit | ☐ Other |

SUBJECT PROPERTY ADDRESS:

Address: 1838 Sweetwater Road APN: 563-231-31-00 & 563-231-32-00

APPLICANT:

Name: Timothy J. Anglin Signature: **PERSONAL SIGNATURE** Nov-3-2025
(Please type or print) Date:
Address: **PERSONAL INFORMATION**
Phone No. **PERSONAL INFORMATION** Fax No. Email: **PERSONAL INFORMATION**

PROPERTY OWNER(S):

Name: Heart Revolution Church Signature: **PERSONAL SIGNATURE** Nov-3-2025
(Please type or print) Date:
Address: 1920 Sweetwater Road, National City, California 91950
Phone No. (619) 289-9393 Fax No. Email: tj@heartrevchurch.com

PROPERTY AND PROJECT DESCRIPTION

1. PROPERTY DESCRIPTION (fill in blanks)

	Existing	Proposed
No. of parcels		
No. of units/suites		
Building/suite square footage		
Parking spaces – covered		
Parking spaces – uncovered		

2. PROJECT DESCRIPTION (examples provided below)

- | | | |
|-------------------------------|--|-------------------------------|
| • Purpose of request | • List license/permits required by governmental agencies | • Number of bedrooms |
| • Number of employees | • Live entertainment / karaoke | • Building height |
| • Hours of operation | • Types of alcohol sold on site | • Setbacks |
| • Days of week open to public | • Unit square footages | • Private open space per unit |
| • Neighboring uses | | • Common open space |

Appeal of decision to approve a Conditional Use Permit (CUP) for a drive-through coffee shop (Dutch Bros. Coffee) to be located at 1838 Sweetwater Road, APN 563-231-31-00 and 563-231-32-00.

The CUP is required for a drive-through business.

For further description, please see Attached Letter of Appeal dated October 30, 2025, submitted concurrently herewith.

Appellant property owner holds a right to land easement use for vehicular and pedestrian access for the mutual benefit of its guests, customers, and other visitors to property owner's parcel. Any use by any other current or further owner, occupant or tenant of the shopping center cannot infringe on the mutual benefit of the land easement.

It does not appear that an adequate study was completed on the impacts of traffic congestion with the existing business and the added drive-through coffee shop traffic. Furthermore, there does not appear any analysis of the possible impact to spill-over traffic onto the public right of way at the intersection of Sweetwater Road and Prospect Street. Lastly, Placing a fast-food drive-through coffee shop (Dutch Bros.) within 300 feet of The Way (Childcare and Preschool Facility) would offend National City HEJ-4.2 and HEJ-5.4.

GOULARTE LAW
DANIEL J. GOULARTE, ATTORNEY AT LAW

7853 EL CAJON BOULEVARD, SUITE C
LA MESA, CALIFORNIA 91942-0622

TEL. (619) 303-7100 / FAX (619) 930-9080
GOULARTE.LAW@GMAIL.COM

November 3, 2025

VIA HAND DELIVERY

NATIONAL CITY
PLANNING DIVISION
Attn: Sophia Depew, Assistant Planner
1243 National City Boulevard
National City, California 91950
Tel. (619) 336-4310

**WRITTEN APPEAL OF
PLANNING DECISION**

Re: *2025-29 CUP, Conditional Use Permit (CUP) for a drive-through coffee shop (Dutch Bros Coffee
1838 Sweetwater Road, National City*

Dear Sophia:

Please find attached a written letter of appeal submitted for and on behalf of Mr. Timothy J. Anglin, ("TJ") Pastor for Heart Revolution Church.

PROCEDURAL SUMMARY

On October 25, 2025 the Planning Commission granted a Conditional Use Permit (CUP) for a drive-through coffee shop (Dutch Bros Coffee) to be located at 1838 Sweetwater Road, APN 563-231-31-00 & 563-231-32-00. A CUP is required for a drive-through business.

The National City Municipal Code 18.12.060 allows an appeal to a decision of the Planning Commission granting or denying a CUP within thirty (30) calendar days. An appeal to the decision can be filed by the CUP applicant, or any aggrieved person (resident, business, or organization).

A filing of a notice of appeal stays all proceedings until a decision on the appeal is rendered. Nat. City Muni. Code Sec. 18.12.060 (A).

Upon receipt of an appeal, the Planning Commission shall set the matter for hearing before the city council. After the hearing the city council shall either affirm, disaffirm or modify the decision appealed. The city council decision is final. Muni. Code Sec. 18.12.060 (C)(2) and (3).

SITE INFORMATION

The proposed site is zoned as major mixed-use District (MXD-2) and located within that certain shopping center known as Sweetwater Crossing. The adjacent tenants, owners and use at the project site are: to the North: Subway, L&L Hawaiian BBQ, Boba Time; to the East: Denny's & Texas Roadhouse; to the South: Home Coffee, Heart Revolution, The Way (Preschool and Childcare Facility), LA Fitness; and to the West: Various commercial and retail on the Westend of the shopping center (CVS, Mors, Cal Coast Credit Union). The drive-through has minimal to no impact to the Westend of the shopping center. The Eastend of the shopping center is more densely populated as it is closer to the interstate 805 freeway access point. The proposed site is in the middle of the Eastend of Sweetwater Crossing.

The proposed drive-through is a conditionally-allowed use in the Major Mixed-Use District zone. There are currently no drive-through businesses on the Eastend of the shopping center. The proposed site is located directly on the main driveway aisle at the traffic light intersection of Sweetwater Road and Prospect Street. Heading East from the shopping center along Sweetwater Road is the interstate 805-freeway on/off-ramp at Sweetwater Road, and the traffic light intersection of Euclid Avenue and Sweetwater Road. The majority access to the Sweetwater Crossing shopping center is Eastbound on Sweetwater Road, or Westbound on Sweetwater Road, entering at the traffic light intersection of Prospect Street.

The main driveway aisle at the Sweetwater Crossing shopping center is located at the intersection of Sweetwater Road and Prospect Street. This driveway traffic aisle bisects the East-end of the shopping center, and is also the only egress and ingress for vehicular traffic to Parcel 1 and Parcel 2 of the Sweetwater crossing (legally identified as Parcel 1 and 2 of Map No. 12603, as filed in the Office of the County Recorder of San Diego County). The single occupant on Parcel 1 is the LA Fitness gym, and the owner and occupants of Parcel 2 are appellant Heart Revolution Church, Home Coffee, and The Way (Preschool and Childcare Facility).

Parcel 1 and Parcel 2 are located South of the proposed project site. Parcel 1 and Parcel 2 are bordered by the 54 freeway to the South, and the interstate 805 on/off-ramp to the East. There are no vehicular access points to Parcel 1 or Parcel 2 from either South or East because of the interstate freeways. Due to the limited vehicular access points to Parcel 1 and Parcel 2, there exist vehicular and pedestrian land easements for the mutual benefit of all owners, tenants and occupants of the shopping center.

Land use easements are filed with the County Recorder of the County of San Diego.

APPELLANT INFORMATION

Appellant is the property owner and occupant of Parcel 2, which operates three (3) distinct business activities on the parcel:

- 1) Heart Revolution Church, located at 1920 Sweetwater Road;
- 2) Home Coffee, located at 1914 Sweetwater Road; and
- 3) The Way (Preschool and Childcare Facility), as of Spring 2025 located inside 1920 Sweetwater Road;

Appellant property owner holds a right to land easement use for vehicular and pedestrian access for the mutual benefit of its guests, customers, and other visitors to activities located on Parcel 2. Any use by any other current or further owner, occupant or tenant of the shopping center cannot infringe on the mutual benefit of the land easement.

Heart Revolution Church

The Church is a non-profit religious organization that operates seven (7) days a week and open to the public. The Church has approximately 6,000 individual visitors across all Sunday services at 9:00 a.m., 11:00 a.m., 1:00 p.m. and 6:00 p.m. On Mondays, the Church hosts 500 individual students for classes. During the week, the Church hosts approximately 1,200 individual visitors for midweek services, and another 1,500 individual attendees for community events.

Home Coffee

The coffee shop is a sit-down counter-service with capacity for approximately 70 students. The coffee shop hours of operation are 6:00 a.m. to 8:30 p.m. Monday through Friday; 7:00 a.m. to 7:00 p.m. on Saturday; and 7:00 a.m. to 3:00 p.m. on Sunday. The coffee shop has continuous business from

opening to closing as it is filled with students and professionals needing space to study, church staff and employees of neighboring business sitting down for coffee, and community members and church visitors needing a coffee break. The coffee shop also receives online orders which are available for pick-up by the public.

The coffee shop plans to expand sitting capacity by reprovisioning existing office space for use by the public and expanding patio sitting.

The Way (Childcare and Preschool Facility)

Opening Spring 2025, the childcare and preschool facility is located inside the south wing of the Church. The hours of operation are from 7:00 a.m. to 5:00 p.m. Monday through Friday – closed on Saturday and Sunday. The childcare and education curriculum is faith based and is designed to teach children within a nurturing environment where Christ is the foundation. The curriculum is taught in Spanish and English. Childcare starts at 6 weeks of age and preschool curriculum is from ages 3 to 5.

The childcare and preschool facility has capacity for 70 students across all age groups and 16 full-time staff members.

Appellant contends that the proposed drive-through coffee shop will impede, block or otherwise infringe upon an existing land easement allowing vehicular or pedestrian access to Heart Revolution Church, Home Coffee and The Way. There are no other alternative options for vehicular access to the appellant's property because the appellant is landlocked on the southeast corner of the shopping center. The appellant's property has approximately 352 parking spaces (342 regular and 10 priority/handicap spaces) for visitors to Heart Revolution Church and Home Coffee, which are filled beyond 100% capacity during each Sunday service. Heart Revolution Church manages the traffic overflow with volunteer traffic coordinators, and re-routes traffic back to the West, and North parts of the shopping center – along the main traffic aisle through and around the proposed project site. The appellant property owner contends that approximately 90%-95% of its vehicular traffic visitors arrive and depart at the exact same time across the 9:00 a.m., 11:00 a.m., 1:00 p.m. and 6:00 p.m. services – adding to the traffic pattern on the parcel.

Appellant property owner has intentionally reduced and permitted traffic and parking space availability for the adjacent businesses Texas Roadhouse and LA Fitness, who both rely on the same vehicular and parking easement, and to establish a mutual benefit for all businesses at the shopping center.

Appellant was not aware of the proposed drive-through coffee shop until after the National City Planning Committee meeting had approved the CUP application for the business. Had Appellant been aware of the proposed project, Appellant would have brought these concerns to the Planning Commission before its decision.

PUBLIC OPINION COMMENTS

Public commentary is available online for the proposed Dutch Bros Coffee drive-through, specifically with regard to the recently opened location on third avenue in Chula Vista. Customers at Dutch Bros. drive-through Chula Vista have posted reviews on social media highlighting wait times from 30 minutes to 60 minutes in the drive-through queue.

"Is it just me or is the Dutch Bros in Chula Vista the slowest place on earth? [emoji omitted] It wasn't even busy I got there at 4:50 PM and didn't get my drinks until 5:41 PM and the drinks? [emoji omitted] Not even worth the wait. El Cajon Dutch Bros is fast, the baristas are dancing,

singing just good vibes. but[sic] Chula Vista it's always like this [emoji omitted]." Instagram user @MNoemii posted on May 19, 2025.

"Come with me to waste my time." "Sat in this line for 30 minutes just to get the most watery coffee ever [emoji omitted]." Instagram user @gracy ❤️, posted on May 25, 2025.

"1 hour wait Dutch Bros in Chula Vista." "Next, sorry Dutch bros it's not worth the hype!" Instagram user @Staacy, posted on May 18, 2025

Even positive online comments and posts regarding service and drinks at Dutch Bros. Chula Vista mention long wait times, long drive-through queues, and congestion at walk-up windows and vehicular entrances.

Attached hereto as Exhibit "4" are screen shots of Instagram posts from the users identified above.

The CUP applicant did not include any traffic analysis of the Dutch Bros. Chula Vista location, either because it was unavailable or was not favorable to their position. The Planning Commission should request an analysis of the traffic congestion at the Chula Vista, California location.

APPELLANT CONTENTIONS

The following reasons form the basis of the appeal of the Conditional Use Permit (CUP) for a drive-through coffee shop (Dutch Bros Coffee) that was granted by the City Planning Commission.

- 1. Mailing Requirements:** The minutes of the granted CUP application states that all property owners and occupants within a distance of 300 feet of the proposed business were notified of the public hearing. Property Owner Heart Revolution Church, Home Coffee and The Way (Childcare and Preschool Facility) at 1920 & 1914 Sweetwater Road and Home Coffee are within 300 feet of the proposed business, and did not receive any notice of the public hearing on the CUP application. Had the property owner received a mailing, the property owner would have appeared at the CUP hearing in order to provide public comment on the CUP application. The minutes of the granted CUP also found that 130 occupants and owners adjacent to the proposed drive-through coffee shop (Dutch Bros.) were notified of the CUP hearing. Neither of the owners or occupants at 1920 Sweetwater Road and 1914 Sweetwater Road were notified as described above. Therefore, there exists a procedural error in granting the CUP without sufficient evidence that notice and mailing were provided as required by the Planning Commission.
- 2. Compatibility:** In granting the CUP application, the Planning Commission found that the proposed drive-through coffee shop (Dutch Bros.) is replacing a similar existing building and a similar business (a defunct sit-down Pizza Hut Restaurant). However, the Commission's findings are short-sighted. The previous business (sit-down Pizza Hut) and existing building never offered a drive-through window or drive-through services. The sit-down Pizza Hut was primarily a pizza parlor, with food, arcade style games, and table sitting. Any conclusion resulting from a "similar business" is therefore problematic. The drive-through coffee shop (Dutch Bros.) is dissimilar in many respects to the prior sit-down pizza parlor. The drive-through creates a new unique traffic pattern, additional traffic congestion problems, and an inevitable spill over onto the public right of way at the traffic intersection of Sweetwater Road and Prospect Street. The prior pizza parlor never posed any of those issue.

Even if the drive-through queue does not spill over on Sweetwater Road, the traffic congestion will cause an impediment to the existing two-lane vehicular traffic aisle which bisects the Eastend of the shopping center. Any impediment to traffic access to Parcel 2 in the Southeast corner of the shopping center, is further exasperated by the drive-through coffee shop. Additionally, the proposed drive-through coffee shop (Dutch Bros.) has no on-site consumption areas, this unique feature will inevitably impact traffic patterns and parking congestion. Specifically, as coffee shop guests wait for their walk-up orders, and decide to consume their drinks onsite, they will loiter in and around parking stalls whilst consuming coffee beverages. This impact is significantly different than a sit-down restaurant which is required to account for public consumption space per square footage of the restaurant.

Lastly, it is clear from user experiences posted online that a 26 lane drive-through queue may be inadequate to address the public traffic. Specifically, when wait times are 40 minutes to over an hour waiting in a drive-through queue.

3. **Traffic congestion:** The addition of the drive-through coffee shop (Dutch Bros.) and walk-up business in the middle of the shared vehicular traffic aisle would significantly worsen congestion, eliminate critical parking spaces, and create unsafe traffic conditions. Given that Heart Revolution Church is already beyond capacity and actively managing overflow each week, any reduction in parking or disruption to traffic flow would severely impair the property owner's ability to serve the community, will limit accessibility for thousands of City residents, and directly impact public safety and the cooperative use of the shared parcel.

It does not appear that an adequate study was completed on the impacts of traffic congestion with the existing business and the added drive-through coffee shop traffic. Furthermore, there does not appear to be any analysis of the possible impact to spill-over traffic onto the public right of way at the intersection of Sweetwater Road and Prospect Street, and the adjacent oncoming Westbound traffic from the off-ramp of the 805 interstate.

4. **Nuisance, or detrimental to the public interest, health, safety, convenience, or welfare:** Granting the CUP application is detrimental to the public interest and public health as there is a concentration of unhealthy fast food eating places in the vicinity of a school. 1920 Sweetwater Road is the location of Heart Revolution Church as well as The Way (Preschool and Childcare Facility).

General Plan Policy HEJ-4.2 encourages the development of healthy food establishments in areas with high concentration of fast food; and Policy HEJ-5.4 discourages unhealthy fast food outlets from locating near schools. The proposed drive-through coffee shop (Dutch Bros.) does not constitute a healthy food establishment. By its own admission, Dutch Bros. is an elective purchase and does constitute a healthy food option. Popular Dutch Bros. drink options include sugary lattes which have anywhere from 30 to 80 grams of sugar per drink. (See Attachment Dutch Bros. Coffee Nutritional Guide).

Placing a fast-food drive-through coffee shop (Dutch Bros.) within 300 feet of The Way (Childcare and Preschool Facility) would offend HEJ-4.2 and HEJ-5.4.

5. **Offending Existing Land Use Easements.** In granting the CUP application, the Planning Commission did not consider existing land use and land use easement which impact the landlocked Parcel of Heart Revolution Church, The Way (Preschool and Childcare Facility) and Home Coffee. The Property Owner holds a non-exclusive right to a land easement for vehicular and pedestrian use for the mutual benefit of its guests, customers, and other visitors to its establishment located on

Parcel 2. Any use by another owner, occupant or tenant of the shopping center cannot infringe on the mutual benefit of the land easement.

The addition of the drive-through coffee shop (Dutch Bros.) and walk-up business in the middle of the shared vehicular traffic aisle would significantly impact easement access. The shared vehicular traffic aisle is one-lane in and one-lane out, which is the only access point to Parcel 2. The proposed 26 vehicle capacity drive-through queue entrance can only be accessed from the same two lane traffic aisle available to all occupants of the shopping center. Any impediment, or delay in the drive-through queue will impede the ingress to the Southeast corner of the Shopping Center (Parcel 1 and Parcel 2).

REQUESTED ACTION

Appellant request that the City Council disaffirm the CUP granting the drive-through coffee shop (Dutch Bros.) at the proposed project site, in light of the reasons stated herein. Appellant further request, if necessary, an opportunity to present additional findings and information to support all the reasons stated before a hearing of the City Council, which may include but not limited to Appellant's proposed traffic impact plan and further impact of the preschool located on the owner property.

Alternatively, in light of the concerns brought forth in this appeal, Appellant request the City Council remand the CUP drive-through coffee shop (Dutch Bros.) to the Planning Commission to modify the CUP to address the traffic congestion, public concerns and land use easement highlighted herein.

Sincerely,

PERSONAL
SIGNATURE

PERSONAL SIGNATURE

TIMOTHY J. ANGLIN
Senior Pastor, Heart Revolution Church

DANIEL J. GOULARTE, ESQ
Attorney for Heart Revolution Church

DG/tj

Attachments:

1. Planning Commission Hearing Minutes Re CUP
2. Overhead Parking Stalls
3. Overhead Traffic Flow into Sweetwater Crossing
4. Public Commentary Re social media posts on Dutch Bros. Coffe Drive-Through
5. Dutch Bros Coffee Menu
6. Landuse Easement filed with the County Record of San Diego.

cc: Dutch Bros. Coffee

Exhibits 1 through 6



AGENDA

Regular Planning Commission Meeting

Monday, October 20, 2025 at 6:00 P.M.

Council Chamber, City Hall

1243 National City Boulevard, National City CA 91950

Richard Martin Miller, Chair

Randi Marie Castle, Vice-Chair

Claudia E. Valenzuela, Commissioner

Ricardo Sanchez, Commissioner

Liliana Armenta, Commissioner

Development

Pearl Quiñones, Commissioner

Sherry Gogue, Commissioner

Ashlin Y. Lutes, Deputy City Attorney

Martin Reeder, AICP – Acting Director of Community

Sophia Depew, Assistant Planner

Sarah Esendencia, Executive Secretary

Thank you for participating in local government and the City of National Planning Commission Meetings.

Meetings: Regular Planning Commission Meetings are held on the first and third Mondays of the month at 6:00 p.m. Special Closed Session Meeting and Workshops may be same day, the start time is based on needs. Check Special Agendas for times.

Location: Regular Planning Commission Meetings are held in the Council Chamber located at City Hall, 1243 National City Boulevard, National City, CA 91950, the meetings are open to the public.

Agendas and Material: Agendas and Agenda Packet for items listed are available on the City website, and distributed to the Planning Commission no less than 72 hours prior to the Planning Commission Meeting. Sign up for E-Notifications to receive alerts when items are posted.

Public Participation: Encouraged in a number of ways as described below. Members of the public may attend the Planning Commission Meeting in person, watch the Planning Commission Meeting via live web stream, or participate remotely via Zoom. Recording of Meetings are archived and available for viewing on the City's website.

Public Comment: Persons wishing to address the Planning Commission on matters not on the agenda may do so under Public Comments. Those wishing to speak on items on the agenda may do so when the item is being considered. Please submit a Speaker's Slip to the Executive Secretary prior to the meeting or immediately following the announcement of the item. All comments will be limited up to three (3) minutes. The Presiding Officer shall have the authority to reduce the time allotted to accommodate for a large number of speakers. *(City Council Policy 104)*

If you wish to submit written comment email to the Planning Commission Secretary at least 4 hours prior to the Planning Commission Meeting to allow time for distribution to the Planning Commission.

American Disabilities Act Title II: In compliance with the American Disabilities Act (ADA) of 1990, persons with a disability may request an agenda in appropriate alternative formats as required by Title II. Any person with a disability who requires a modification or accommodation in order to participate in a meeting should direct such request to the Planning Department, Sarah Esendencia (619) 336-4227 at least 24 hours in advance of the meeting.



AGENDA

Regular Planning Commission Meeting

Monday, October 20, 2025 at 6:00 P.M.

Council Chamber, City Hall

1243 National City Boulevard, National City CA 91950

Gracias por participar en las reuniones del gobierno local y del Consejo de la Ciudad de National City.

Reuniones: Las reuniones regulares del Comisión de Planificación se llevan a cabo el primer y tercer martes del mes a las 6:00 p.m. La reunión especial de sesión privada y los talleres pueden ser el mismo día, la hora de inicio se basa en las necesidades. Consulte las agendas especiales para conocer los horarios.

Ubicación: Las reuniones regulares del Comisión de Planificación se llevan a cabo en la Cámara del Consejo ubicada en el Ayuntamiento, 1243 National City Boulevard, National City, CA 91950, las reuniones están abiertas al público.

Agendas y Material: Las Agendas y el Paquete de Agenda para los temas enumerados están disponibles en el sitio web de la Ciudad y se distribuyen al Comisión de Planificación no menos de 72 horas antes de la Reunión del Concejo Municipal. Regístrese para recibir notificaciones electrónicas cuando se publiquen artículos.

Participación pública: Se fomenta de varias maneras como se describe a continuación. Los miembros del público pueden asistir a la Reunión del Comisión de Planificación en persona, ver la Reunión del Concejo Municipal a través de la transmisión web en vivo o participar de forma remota a través de Zoom. Las grabaciones de las reuniones están archivadas y disponibles para su visualización en el sitio web de la Ciudad.

Comentario Público: Las personas que deseen dirigirse al Comisión de Planificación sobre asuntos que no están en la agenda pueden hacerlo bajo Comentarios públicos. Quienes deseen hacer uso de la palabra sobre los temas del programa podrán hacerlo cuando se esté examinando el tema. Por favor, envíe una solicitud del orador al Secretario de la Ciudad antes de la reunión o inmediatamente después del anuncio del artículo. Todos los comentarios estarán limitados a tres (3) minutos. El Presidente tendrá la autoridad para reducir el tiempo asignado para dar cabida a un gran número de oradores. (Política del Concejo Municipal 104)

Si desea enviar comentarios por escrito, envíe un correo electrónico a la Oficina del Secretario de la Ciudad al menos 2 horas antes de la Reunión del Comisión de Planificación para dar tiempo a la distribución al Consejo Municipal.

Servicios de interpretación en español: Los servicios de interpretación en español están disponibles, comuníquese con el Secretario de la Ciudad antes del inicio de la reunión para obtener ayuda.

Título II de la Ley de Discapacidades Americanas: En cumplimiento con la Ley de Discapacidades Americanas de 1990, las personas con discapacidad pueden solicitar una agenda en formatos alternativos apropiados según lo requerido por el Título II. Cualquier persona con una discapacidad que requiera un modificación o adaptación para participar en una reunión debe dirigir dicha solicitud a la Oficina del Secretario de la Ciudad (619) 336-4228 al menos 24 horas antes de la reunión.



AGENDA

Regular Planning Commission Meeting

Monday, October 20, 2025 at 6:00 P.M.

Council Chamber, City Hall

1243 National City Boulevard, National City CA 91950

ROLL CALL

PLEDGE OF ALLEGIANCE

APPROVAL OF AGENDA

1. Approval of the Agenda for the Meeting on October 20, 2025

APPROVAL OF MINUTES

2. Approval of Minutes from the Meeting of September 15, 2025

PUBLIC COMMENT (Limited up to three (3) minutes)

In accordance with State law, an item not scheduled on the agenda may be brought forward by the general public for comment; however, the Planning Commissioners will not be able to discuss or take action on any issue not included on the agenda. Speakers will have up to three (3) minutes.

PRESENTATIONS

3. Determination that the Project is Categorically Exempt from the California Environmental Quality Act (CEQA) Under Class 1 of the CEQA Guidelines Section 15301 (Existing Facilities) and Conditional Use Permit for a Mobile Recycling Facility to be located at 1240 E Plaza Boulevard Case File No.: 2025-19 CUP APN: 557-322-10-00.
4. Determination the Project is Categorically Exempt from the California Environmental Quality Act (CEQA) Under Class 32 of the CEQA Guidelines Section 15332 (In-Fill Development Projects) and Conditional Use Permit for a Drive-Through Coffee Shop (Dutch Bros Coffee) to be located at 1838 Sweetwater Road Case File No.: 2025-29 CUP APN: 563-231-31-00 & 563-231-32-00.

OTHER BUSINESS

5. Adoption of 2026 Meeting Dates

STAFF REPORTS

ADJOURNMENT

Adjournment to the regularly scheduled meeting on November 3, 2025 at 6:00 p.m.



AGENDA

Regular Planning Commission Meeting

Monday, October 20, 2025 at 6:00 P.M.

Council Chamber, City Hall

1243 National City Boulevard, National City CA 91950

AFFIDAVIT OF POSTING MEETING AGENDA

STATE OF CALIFORNIA)
COUNTY OF SAN DIEGO) SS
CITY OF NATIONAL CITY)

I, Sarah Esendencia, Executive Secretary of the City of National City, hereby declare under penalty of perjury that a copy of the above Agenda of the Regular Meeting of the Planning Commission of the City of national City, California, was delivered and/or notice by email no less than 72 hours, before the hour of 6:00 p.m. on October 20, 2025, to the members of the Planning Commission, and caused the agenda to be posted on the City's website at www.nationalcityca.gov and at National City Hall, 1243 National City Blvd., National City, California 91950.

/s/: Sarah Esendencia
Sarah Esendencia, Executive Secretary



Item no. **4**
October 20, 2025

COMMUNITY DEVELOPMENT DEPARTMENT - PLANNING DIVISION
1243 NATIONAL CITY BLVD., NATIONAL CITY, CA 91950

PLANNING COMMISSION STAFF REPORT

Title: PUBLIC HEARING – DETERMINATION THAT THE PROJECT IS CATEGORICALLY EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) UNDER CLASS 32 OF THE CEQA GUIDELINES SECTION 15332 (IN-FILL DEVELOPMENT PROJECTS) AND CONDITIONAL USE PERMIT FOR A DRIVE-THROUGH COFFEE SHOP (DUTCH BROS COFFEE) TO BE LOCATED AT 1838 SWEETWATER ROAD.

Case File No.: 2025-29 CUP

Location: 1838 Sweetwater Road

Assessor's Parcel Nos.: 563-231-31-00 & 563-231-32-00

Staff report by: Sophia Depew, Assistant Planner

Applicant: Alena Kriachko

Zoning designation: Major Mixed-Use District (MXD-2)

Adjacent use and zoning:

North: Subway, L&L Hawaiian BBQ, Boba Time / MXD-2

East: Denny's & Texas Roadhouse / MXD-2

South: Home Coffee, Heart Revolution, LA Fitness / MXD-2

West: Various commercial and retail (CVS, Mors) / MXD-2

Environmental review: Categorically exempt from environmental review pursuant to Class 32, Section 15332 (In-fill Development)

Staff recommendation: Approve

Staff Recommendation

Staff recommends approval of the Conditional Use Permit (CUP) request for a drive-through coffee shop, subject to the recommended conditions in the attached resolution and a determination that the project is exempt from CEQA. A drive-through is a conditionally-allowed use in the Major Mixed-Use District zone.

Executive Summary

The applicant proposes to construct a 950 square-foot coffee shop (Dutch Bros Coffee) with two drive-through lanes. In addition to the drive-through, the approximately 0.45-acre property would have a total of three parking spaces. A CUP is required for a drive-through business.

Site Characteristics

The proposed coffee shop (Dutch Bros) would replace an existing 3,900 square-foot building located in the Sweetwater Crossing shopping center at 1838 Sweetwater Road. The building proposed for demolition was originally built as a Pizza Hut restaurant, but has been vacant for some time. The site location is a 0.45-acre parcel within the larger shopping center. Three parking spaces will be provided on the property with additional spaces within the adjacent shopping center. The overall center has 227 excess spaces as of the most recent modifications that occurred when Texas Roadhouse was constructed. To the north of the proposed coffee shop is a multi-suite building with restaurants, to the east is Denny's and Texas Roadhouse, to the south is LA Fitness and Heart Revolution Church, and to the west is the remainder of the shopping center comprised of a variety of commercial uses.

Customers from eastbound and westbound traffic on Sweetwater Road can access the shopping center driveway that leads to the site, which is opposite Prospect Street. The drive-through will be accessed from the two-way drive aisle abutting the site within the shopping center. The property is zoned Major Mixed-Use District (MXD-2) and has a Major Mixed Use General Plan designation.

Proposed Use

The applicant (Dutch Bros Coffee) is proposing to construct a 950 square-foot drive-through coffee shop. A double lane drive-through aisle is also proposed, which would accommodate queuing for approximately 26 vehicles. Customers would enter the shopping center from Sweetwater Road to access the drive-through lanes that loop around the building in a counter-clockwise direction. All customer transactions are proposed to be conducted person-to-person with no

electronic speaker system. The proposed building would also have a window for walk-up customers. However, no indoor or outdoor seating is proposed. Three parking spaces are provided on site, which could alleviate some demand from the drive-through lanes during peak times. The applicant intends to operate from 5:00 a.m. to 12:00 a.m. daily, if permitted. The new business would employ between eight and ten people with the majority working on a part-time basis. During operations, three to five staff members would be present per shift.

Analysis

General Plan

A coffee shop is a commercial use, which is consistent with the mixed-use land use designation established for this area of the City and is permitted by right. However, some drive-through restaurants may be considered a “fast food” restaurant. A fast food eating place is defined as follows:

"Fast food eating place" means any retail food establishment that primarily provides short order food services for on-site dining or take-out service, where such food and beverage is served on paper, plastic, or other disposable containers, and including drive in and drive-through restaurants where ready-to-eat foods are served primarily to be consumed off the premises. This definition includes all self-service restaurants, except cafeterias, sit-down pizza parlors, and donut shops.

There are two General Plan policies that reference fast food restaurants:

Policy HEJ-4.2: Encourage the development of healthy food establishments in areas with a high concentration of fast food establishments, convenience stores, and liquor stores.

Policy HEJ-5.4: Discourage unhealthy fast food outlets from locating near schools.

The Sweetwater Crossings shopping center has variety of food establishments, ranging from Texas Roadhouse, Denny's, L&L Hawaiian Barbeque, and only one existing drive-through establishment (Carl's Jr.) located on the opposite end of the center. Across Sweetwater Road is a drive-through Taco Bell. Despite this, there is a variety of pre-existing healthy food options in close proximity to Dutch Bros Coffee that is consistent with HEJ-4.2. However, it should be noted that;

while snacks such as muffins, granola bars, etc. are sold in conjunction with coffee and flavored beverages; Dutch Bros is a beverage outlet rather than a full-service restaurant. Therefore, as an elective purchase (coffee, beverage), there is less likelihood of it being a “food option” and of a health concern.

With regard to HEJ-5.4, the nearest school is Sweetwater Union High School, which is more than a half-mile away in walking distance. Therefore, the coffee shop is not near a school.

Land Use Code

A coffee shop is a permitted use within the MXD-2 zone. However, businesses with a drive-through require the issuance of a CUP. In addition, Chapter 18.41 – Site Planning Standards – has specific design requirements for drive-through businesses, including:

- Minimum queuing distances (established by CUP).
- Location of drive-through window and landscaping requirements.
- Minimum 25-foot interior turning radius for drive-through aisles.

As part of traffic analysis conducted by the applicant team, a queuing study was performed based on the number of vehicles served at similar Dutch Bros Coffee locations in Southern California. The study found that the average queuing is nine vehicles and the maximum average queuing is 17.25 vehicles. The dual-lane drive-through, as proposed, can accommodate approximately 26 vehicles. It is anticipated that the queue would largely stay within the drive through lanes. Dutch Bros employs traffic controllers during peak hours to direct vehicles to park instead of impede drive aisles. There are three proposed parking spaces on site that could handle additional waiting customers, as well as adjacent shopping center parking. The applicant utilizes person-to-person ordering, which reduces time spent in the drive-through, and an exit lane for customers receiving their orders earlier or large orders to wait further reducing queuing demand on site.

The Land Use Code (LUC) states that a drive-through window may not be located between the right-of-way and the building without a minimum 10-foot-wide landscape buffer. The coffee shop will be located within a shopping center, and will not adjacent to any public right-of-way. Additionally, the project does include a landscape buffer around the entire site. The code also requires the drive-through aisles have a minimum interior turning radius of twenty-five feet for any curves. A smaller radius may be established through the Conditional Use

Permit process with the approval of the City Engineer. The applicant has requested a reduced interior turning radius 20 feet, which was granted.

Design requirements for projects of this type in the MXD-2 zone are limited, with emphasis placed on architectural variation (avoiding long blank walls and providing fenestration). All setbacks are met, and the height of the development is well under the maximum allowed in the MXD-2 zone (65 feet). The proposed design of the 950 square-foot building includes both wall plane variation and attached awnings and canopies. It should be noted that the coffee shop, without a drive-through aisle, would be allowed by right.

Traffic

The proposed design places the new coffee shop toward the middle of the shopping center, set back from Sweetwater Road. There are three parking spaces proposed, with additional parking available in the shopping center. Access to the drive-through lanes is at the north side of the property in a location that can accommodate vehicles entering from the shopping center's two-way drive aisle. A dual-lane is proposed for the drive-through to increase queuing capacity on the site. Overall, there is approximately 550 linear feet of queuing space in the driveway, enough length to accommodate 26 vehicles. Additional vehicles would be able to queue without impacting the public right-of-way. According to the analysis by the applicant using similar Dutch Bros Coffee locations, the average maximum queue is only 17.25 vehicles, so the proposed lanes are expected to be sufficient for customer demand. Furthermore, the applicant is providing an exit lane that would allow customers in line to move out of the queue if they receive their orders earlier.

Based on a traffic impact analysis conducted by the applicant, the proposed project is projected to generate approximately 2,168 gross daily trips, including 138 trips in the a.m. peak hour and 130 trips in the p.m. peak hour on weekdays. After applying pass-by trip reductions and accounting for the previous use, the net weekday trip generation for the site would be 756 additional daily trips, including 32 additional trips in the a.m. peak hour and 44 additional trips in the p.m. peak hour. A pass-by trip is a trip where an intermediate stop is made on the way from the origin to the primary destination of the trip without making a route diversion. On weekends, the proposed project would generate 1,836 gross daily trips, including 125 trips during the peak hour. After applying pass-by trip reductions and accounting for the previous use, the net weekend trip generation for the site would be 544 additional daily trips and 18 additional peak-hour trips.

All access driveways operate at a satisfactory Level of Service (LOS) C or better under existing conditions during both peak hours. The signalized intersection of Prospect Street-Sweetwater Crossing Driveway/Sweetwater Road and unsignalized RIRO (right in, right out) driveway/Sweetwater Road would operate at satisfactory LOS C or better during both peak hours without and with the proposed project. The proposed project would not adversely affect access or operations at the Sweetwater Crossing shopping center.

Projects are also required to assess project impacts related to vehicle miles travelled (VMT) under the California Environmental Quality Act (CEQA). In this case, a detailed screening was not required due to the project's limited size and the anticipation that the use would be locally serving rather than a regional draw.

Noise

Noise issues related to drive-through businesses are usually related to vehicle queuing and ordering windows/speakers. Recent approvals for drive-through businesses have required noise-attenuating speakers at the ordering window. However, in this instance the applicant does not intend to utilize an ordering window/speaker and will only take orders in person. It is not anticipated that the use, as proposed, will create nuisance noises. The Planning Commission may consider restrictions on the hours of operation of the business, which is proposing hours from 5:00 a.m. to 12:00 a.m. There are other drive-through businesses currently operating within National City with similar hours, including the Carl's Jr and Taco Bell off of Sweetwater Road.

Mailing

All property owners and occupants within a distance of 300 feet are required to be notified of a public hearing for a CUP application. Notice of this public hearing was sent to 130 occupants and owners. No public comment has been received as of the writing this report.

Department Comments

Comments were provided by the Building Division, Engineering Department, and Fire Department related to standard requirements for new developments. The All comments have been incorporated as conditions of approval for the CUP. Adherence to building and fire codes have also been addressed in the Conditions of Approval.

Findings for Approval

The following are the required findings in the attached draft resolution:

1. Allowable Use: Drive-through businesses are identified as a conditionally-allowed use in the Major Mixed-Use District (MXD-2) zone, and conditions of approval will assure the proposed drive-through aisles will meet all requirements as contained in NCMC §18. 41 – Site Planning Standards.
 2. General Plan Consistency: Drive-through businesses are permitted uses, subject to a CUP, by the Land Use Code, which is consistent with the General Plan. In addition, a drive-through coffee shop is consistent with the Major Mixed-Use District zone land use designation and there are no Specific Plans affecting this location.
 3. Compatibility, LUC, and Traffic: The new coffee shop will be built in compliance with the City's LUC and all applicable building and fire codes. In addition, the proposed drive-through aisle, subject to the conditions of approval, meets all requirements for such uses outlined in the Land Use Code, as discussed above.
 4. Suitability: The project is expected to generate approximately 756 net weekday daily trips and 544 weekend daily trips, which can be accommodated by the existing road network. Intersections in this location are currently operating at a Level of Service (LOS) of C or better (passing) and are calculated by the provided traffic impact analysis to continue to have a passing LOS after construction. The site is located within an urbanized area with access to all necessary utilities and services and the proposed coffee shop replaces a similar existing building.
 5. No Nuisance: Noise issues related to drive-through businesses are usually related to vehicle queuing and ordering windows/speakers. Noise is not an issue given that the applicant will utilize person to person ordering in lieu of an amplified ordering system. A vehicle miles traveled (VMT) analysis was also conducted for the site and it is presumed to have a less than significant impact on VMT. In addition, the new business will benefit the public interest by providing new jobs.
-
1. California Environmental Quality Act (CEQA): The proposed project has been reviewed in compliance with the California Environmental Quality Act

(CEQA) and has been determined to be categorically exempt from environmental review pursuant to Class 32, Section 15332 (In-fill Development Projects) for which a Notice of Exemption will be filed subsequent to approval of this Conditional Use Permit. Class 32 consists of projects characterized as in-fill development that is consistent with applicable general plan and zoning designations, proposed on an urban site no more than five acres, has a site with no value as habitat for endangered, rare or threatened species, would not result in any significant effects relating to traffic, noise, air quality or water quality, and is adequately served by utilities and public services. The proposed use is consistent with this description and there is no potential for the project to cause either a direct or a reasonably foreseeable indirect physical change in the environment

Finding for Denial

There is one finding for denial as follows:

1. Granting the permit would constitute a nuisance or be injurious or detrimental to the public interest, health, safety, convenience, or welfare, or materially injurious to persons, property, or improvements in the vicinity and zone in which the property is located, because it would contribute to a concentration of unhealthy fast food eating places.

Conditions of Approval

Conditions of Approval are included that address comments from the Engineering Department. Additional conditions are included related to adherence to California Building and Fire Codes and the City's Land Use Code.

Summary

The proposed drive-through is consistent with the Land Use Code with the approval of a CUP. Conditions of Approval will ensure that the business operates in harmony with existing uses in the area. The potential impacts are minimal since design guidelines ensure an appropriately-designed project. In addition, the 26-vehicle storage capacity of the drive-through aisles will avoid impacts to adjacent City streets. Staff is recommending approval of this CUP request.

Options

1. Find the project exempt from CEQA under Class 32 of the CEQA Guidelines Section 15332 or other exemption and approve 2025-29 CUP, subject to the conditions included in the Resolution, or other conditions, and based on the

findings included in the Resolution, or other findings to be determined by the Planning Commission; or,

2. Find the project not exempt from CEQA and/or deny 2025-29 CUP based on the attached findings, or findings to be determined by the Planning Commission; or,
3. Continue the item to a specific date in order to obtain additional information.

Attachments

1. Draft Resolutions
2. Overhead
3. Applicant's Plans (Exhibit A, Case File No. 2025-29 CUP, dated 9/29/2025)
4. Public Hearing Notice (Sent to 130 property owners and occupants)
5. Transportation Impact Assessment

RESOLUTION NO. 2025-16

A RESOLUTION OF THE PLANNING COMMISSION
OF THE CITY OF NATIONAL CITY, CALIFORNIA, DETERMINING THAT THE
PROJECT IS CATEGORICALLY EXEMPT FROM THE CALIFORNIA
ENVIRONMENTAL QUALITY ACT (CEQA) UNDER CLASS 32 OF THE CEQA
GUIDELINES SECTION 15332 (IN-FILL DEVELOPMENT) AND APPROVING A
CONDITIONAL USE PERMIT FOR A DRIVE-THROUGH COFFEE SHOP (DUTCH
BROS COFFEE) TO BE LOCATED AT 1838 SWEETWATER ROAD
CASE FILE NO. 2025-29 CUP
APN: 563-231-31-00 & 563-231-32-00

WHEREAS, the Planning Commission of the City of National City considered a Conditional Use Permit for a drive-through coffee shop (Dutch Bros Coffee) to be located at 1838 Sweetwater Road at a duly advertised public hearing held on October 20, 2025, at which time oral and documentary evidence was presented; and,

WHEREAS, at said public hearing, the Planning Commission considered the staff report contained in Case File No. 2025-29 CUP maintained by the City and incorporated herein by reference along with evidence and testimony at said hearing; and,

WHEREAS, this action is taken pursuant to all applicable procedures required by State law and City law.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of National City, California, that the testimony and evidence presented to the Planning Commission at the public hearing held on October 20, 2025, support the following findings:

1. The proposed use is allowable within the applicable zoning district pursuant to a Conditional Use Permit and complies with all other applicable provisions of the Land Use Code because drive-through businesses are identified as a conditionally-allowed use in the Major Mixed-Use District (MXD-2) zone, and the conditions of approval will assure the proposed drive-through aisles will meet all requirements as contained in NCMC §18. 41 – Site Planning Standards.
2. The proposed use is consistent with the General Plan and any applicable specific plan, because the Land Use Code conditionally allows drive-through businesses in

ATTACHMENT 1

the MXD-2 zone; the Land Use Code is consistent with the General Plan. There are no Specific Plans affecting this location.

3. The design, location, size, and operating characteristics of the proposed activity would be compatible with the existing and future land uses in the vicinity, because the property will be developed based on the provisions outlined in the Land Use Code. In addition, the proposed drive-through aisle, subject to the conditions of approval, meets all requirements for such uses outlined in the Land Use Code.
4. The site is physically suitable for the type, density, and intensity of use being proposed, including access, utilities, and the absence of physical constraints, because a traffic impact analysis was conducted for the proposed use finding that the project is expected to generate approximately 756 net weekday daily trips and 544 weekend daily trips, which can be accommodated by the existing road network. Intersections in this location are currently operating at a Level of Service (LOS) of C or better (passing) and are calculated by the provided traffic impact analysis to continue to have a passing LOS after construction. The site is located within an urbanized area with access to all necessary utilities and services and the proposed coffee shop replaces a similar existing building.
5. Granting the permit would not constitute a nuisance or be injurious or detrimental to the public interest, health, safety, convenience, or welfare, or materially injurious to persons, property, or improvements in the vicinity and zone in which the property is located, because noise issues related to drive-through businesses, which are usually related to vehicle queuing and ordering windows and speakers, will not be an issue given that the applicant will utilize person to person ordering in lieu of an amplified ordering system. A vehicle miles traveled (VMT) analysis was also conducted for the site and the project is presumed to have a less than significant impact on VMT. In addition, the new business will benefit the public interest by providing new jobs.
6. The proposed project has been reviewed in compliance with the California Environmental Quality Act and has been determined to be categorically exempt from environmental review pursuant to Class 32 of the CEQA Guidelines, Section 15332 (In-fill Development Projects), for which a Notice of Exemption will be filed subsequent to approval of this CUP. Class 32 consists of projects characterized as in-fill development that is consistent with applicable general plan and zoning designations, proposed on an urban site no more than five acres, has a site with no value as habitat for endangered, rare or threatened species, would not result in any significant effects relating to traffic, noise, air quality or water quality, and is

adequately served by utilities and public services. The proposed use is consistent with this description and there is no potential for the project to cause either a direct or a reasonably foreseeable indirect physical change in the environment

BE IT FURTHER RESOLVED that the application for Conditional Use Permit is hereby approved subject to the following conditions:

General

1. This *Conditional Use Permit* authorizes a drive-through coffee shop at 1838 Sweetwater Road. Except as required by conditions of approval, all plans submitted for permits associated with the project shall conform to Exhibit A, Case File No. 2025-29 CUP, dated 9/29/2025.
2. Before this *Conditional Use Permit* shall become effective, the applicant and the property owner both shall sign and have notarized an Acceptance Form, provided by the Planning Division, acknowledging and accepting all conditions imposed upon the approval of this permit. Failure to return the signed and notarized Acceptance Form within 30 days of its receipt shall automatically terminate the *Conditional Use Permit*. The applicant shall also submit evidence to the satisfaction of the Planning Division that a Notice of Restriction on Real Property is recorded with the County Recorder. The applicant shall pay necessary recording fees to the County. The Notice of Restriction shall provide information that conditions imposed by approval of the *Conditional Use Permit* are binding on all present or future interest holders or estate holders of the property. The Notice of Restriction shall be approved as to form by the City Attorney and signed by the City Manager or assign prior to recordation.
3. *Within four (4) days of approval*, pursuant to Fish and Game Code 711.4 and the California Code of Regulations, Title 14, Section 753.5, the applicant shall pay all necessary environmental filing fees for the San Diego County Clerk. Checks shall be made payable to the *San Diego County Clerk* and submitted to the National City Planning Department.
4. This permit shall become null and void if not exercised within one year after adoption of the resolution of approval unless extended according to procedures specified in the Municipal Code.
5. This permit shall expire if the use authorized by this resolution is discontinued for a period of 12 months or longer. This permit may also be revoked, pursuant to provisions of the Land Use Code, if discontinued for any lesser period of time.
6. This *Conditional Use Permit* may be revoked if the operator is found to be in violation of any Conditions of Approval or applicable law.

Building

7. Building plans and permits shall be required to meet current California Building, Mechanical, Electrical, Plumbing, Accessibility, Green, Energy, and Fire Codes.
 - a. A soils report is required for all new construction.
 - b. Project requires Sweetwater Authority approval prior to permit issuance to determine the project has sufficient water supply.

Engineering

8. Storm Water Requirements

- a. A Hydrology study (100 year flood) is required for the new project. The study should consider the proposed project area to the closest municipal storm drain collection point. The study should consider the adequacy of the existing storm drain system to convey any additional run off. All Hydrology study findings and recommendations are part of Engineering Department requirements.
- b. The completed Storm Water BMP Requirements Applicability Form I-1 and I-2 checklist is required to be submitted to the Engineering Department along with the grading plan submittal.
- c. The Best Management Practices (BMPs) for the maintenance of the proposed construction shall be undertaken in accordance with the National Pollutant Discharge Elimination System (NPDES) regulations which may require a Storm Water Pollution Prevention Plan (SWPPP) for the project. An approved SWPPP will be required prior to issuing of a construction permit.
- d. All surface run-off shall be treated with an approved Standard Urban Runoff Mitigation Plan (SUSMP) Best Management Practice (BMP) for all Priority SUSMP projects. No runoff will be permitted to flow over the sidewalk. Adjacent properties shall be protected from surface run-off resulting from this development.
- e. All existing and proposed curb inlet on property shall be provided with a "No Dumping" signage in accordance with the NPDES program.
- f. A hydromodification plan or a letter sealed and signed by the Engineer of Work explaining why the project is exempt from hydromodification requirements shall be submitted.

9. Engineering Land Development Requirements

- a. The Property is in the Federal Flood Plain area. Flood hazard permit shall be obtained from the Engineering Department.

- b. A grading and drainage plan shall be submitted showing all of the proposed and existing on-site and off-site improvements. The plan shall be prepared in accordance with the City's standard requirements by a Registered Civil Engineer. All necessary measures for prevention of storm water pollution and hazardous material run-off to the public storm drain system from the proposed parking lot or development shall be implemented with the design of the grading. This shall include the provision of such devices as storm drain interceptors, clarifiers, or filters. Best Management Practices for the maintenance of the parking lot, including sampling, monitoring, and cleaning of private catch basins and storm drains, shall be undertaken in accordance with the National Pollution Discharge Elimination System (NPDES) regulations. A private storm water treatment maintenance agreement shall be signed and recorded. A check list for preparation of the grading plan/drainage plan is available at the Engineering Department.
- c. The method of sewage collection and disposal shall be shown on the grading/drainage plan. Any new sewer lateral in the City right-of-way shall be 6 inch in size with a clean out. A sewer stamp "S" shall be provided on the curb to mark the location of the lateral.
- d. Separate street and sewer plans prepared by Registered Civil Engineer, shall be submitted showing all of the existing and proposed improvements. The plans shall be in accordance with City requirements.
- e. A soils engineering report shall be submitted for the Engineering Department's review, after Planning Commission approval. The report shall address the stability of all of the existing and proposed slopes on the property. It shall also address the adequacy of the building pads, the criteria for any new retaining wall design, the maximum allowable soil bearing pressure and the required pavement structural sections for the proposed streets, the parking areas, and the driveways. As a minimum, the parking lot pavement sections shall be 2 inch A.C. over 4 inch Class II aggregate base. The street pavement sections shall be in accordance with National City modified Standard Drawing G-34. All soils report findings and recommendations shall be part of the Engineering Department requirements.
- f. A title report shall be submitted to the Engineering Department, after the Planning Commission approval, for review of all existing easements and the ownership at the property.
- g. A limited traffic study is required for the proposed development.
- h. A cost estimate for all of the proposed grading, drainage, street improvements, landscaping and retaining wall work shall be submitted with the plans. A

performance bond equal to the approved cost estimate shall be posted. Three percent (3%) of the estimated cost shall also be deposited with the City as an initial cost for plan checking and inspection services at the time the plans are submitted. The deposit is subject to adjustment according to actual worked hours and consultant services

Fire

10. Plans are to be designed, fabricated and installed to code.
11. Project to be in compliance with the current editions of the National Fire Protection Association, California Fire Code 2022 Edition, Title 19 and local City of National City Municipal Codes.
12. A California Fire Code Change (CFC) will occur beginning in 2026 with this Authority Having Jurisdiction (AHJ).
13. California fire code shall be considered if structure is to be outfitted with fire alarm and fire sprinklers.
14. A fire flow letter shall be requested from this AHJ early in the process if fire sprinklers will be installed.
15. Fire apparatus access roads shall comply with the requirements of this section (Section 5 CFC 2022) and shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building. Dead-end fire apparatus access roads in excess of 150 feet in length shall be provided with an approved area for turning around fire apparatus. This comment shall apply to new residential structures. The fire code official shall have the authority to require or permit modifications to the required access widths where they are inadequate for fire rescue operations or where necessary to meet the public safety objectives of the jurisdiction.
16. The required width of emergency fire apparatus access roads shall not be obstructed in any manner, including parking of vehicles. All access roads shall be no less than 20 feet wide, no less than 14 feet high and shall have an all weathered road with the ability to support 75 thousand pounds or greater. Where a fire hydrant is located on a fire apparatus road; the minimum road width shall be 26 feet. A 28 foot turning radius is required for fire department access through site. All fire department access roads shall be painted and signed to prevent parking in these required designated emergency areas.
17. Grade of fire apparatus road shall be within the limits established (15% Grade) by the fire code official based on fire department's apparatus.
18. Buildings or portions of buildings or facilities exceeding 30 feet in height measured vertically from the centerline of the street adjacent to the project above the lowest level

of fire department vehicle access shall be provided with approved fire apparatus access roads capable of accommodating fire department aerial apparatus.

19. Overhead utility and power lines shall not be located over the aerial fire apparatus access road or between the aerial fire apparatus road and the building. Other obstructions shall be permitted to be placed with approval of the fire code official.
20. Aerial fire apparatus roads shall have a minimum unobstructed width of 26 feet, exclusive of shoulders, in the immediate vicinity of the building or portion thereof.
21. Fire hydrants to be located throughout the project as not to have a separation distance greater than 300 feet. Fire hydrants to be located within 400 feet of all locations which are roadway accessible. (Measurement starts from nearest existing fire hydrant to project).
22. The following items pertain to fire hydrants:
 - a. Size and location, including size and number of outlets and whether outlets are to be equipped with independent gate valves.
 - b. Fire hydrant to be of three outlet design
23. Provide calculation confirming flow availability to meet fire flow demands and supply large diameter hose (4 inch).
24. Fire hydrants to be marked by use of blue reflective marker in the roadway.
25. Upon submittal for an underground permit, the following shall be included:
 - a. Data sheet for Back-Flows
 - b. Data sheets for Private and Commercial Hydrants
 - c. Data sheets for Post Indicator Valves

Information on required fire hydrants back-flow devices, etc.; can be acquired from Sweetwater Authority. All pipe and their appliances, shall meet industry/code standards for underground use
26. An approved water supply for fire protection, either temporary or permanent, shall be made available as soon as combustible material arrives on the site.
27. Approved vehicle access for firefighting shall be provided to all construction and demolition sites. Vehicle access shall be provided to within 100 feet of temporary or permanent fire department connections. Vehicle access shall be provided by either temporary or permanent roads, capable of supporting vehicle loading under all weather conditions. Vehicle access shall be maintained until permanent fire apparatus access roads are available.
28. Where there is conflict between a general requirement and a specific requirement, the specific requirement shall be applicable. Where, in a specific case, different sections of

this code specify different materials, methods of construction or other requirements, the most restrictive shall govern.

29. Should any plan corrections be required, contractor must correct the plan and re-submit to the Fire Department for approval once again prior to installation.

Planning

30. A landscape and underground irrigation plan shall be submitted as part of the construction permitting process in compliance with Land Use Code Chapter 18.44. The landscaping and irrigation required by this approval shall be maintained for the life of the project.
31. Plans submitted for construction shall conform to minimum turning radius requirements for drive-through businesses unless the City Engineer approves a lesser radius. Building permit plans shall be fully dimensioned and include all proposed signage and striping for the drive-through aisles, driveways, and parking spaces.
32. Business operations shall comply with Municipal Code Title 12 (Noise) at all times. Plans submitted for construction shall reflect the use of sound-attenuating speakers that automatically reduce the volume of ordering speakers during periods of low ambient noise should an electronic ordering system be installed.
33. Plans submitted for construction shall conform to Land Use Code Chapter 18.46 (Outdoor Lighting).
34. Plans submitted for construction shall comply with the guidelines stated in Land Use Code Section 18.42.050 (Commercial and institutional building design standards).
35. The trash enclosure design shall be in compliance with Municipal Code Title 7, Section 7.10.080 (Enclosures required), including the use of flame retardant materials.
36. The trash enclosure shall be painted with graffiti-resistant coating to a height of six feet.
37. The business shall only be permitted to operate between the hours of 5:00 a.m. to 12:00 a.m. daily.
38. Directional signs are not to exceed three square-feet per sign.
39. No new pole signs or monument signs are permitted. The business shall co-locate on existing monument and pole signs within the shopping center.
40. The operator of the business shall maintain an active business license and ensure that the business license renewed annually.

Indemnification Agreement

The Applicant shall defend, indemnify, and hold harmless the City, its agents, officers, and employees from any and all claims, actions, proceedings, damages, judgments, or costs, including attorney's fees, against the City or its agents, officers, or

employees, relating to the issuance of this permit including, but not limited to, any action to attack, set aside, void, challenge, or annul this development approval and any environmental document or decision. The City will promptly notify the Applicant of any claim, action, or proceeding. The City may elect to conduct its own defense, participate in its own defense, or obtain independent legal counsel in defense of any claim related to this indemnification. In the event of such election, the Applicant shall pay all of the costs related thereto, including without limitation reasonable attorney's fees and costs. In the event of a disagreement between the City and Applicant regarding litigation issues, the City shall have the authority to control the litigation and make litigation related decisions, including, but not limited to, settlement or other disposition of the matter. However, the Applicant shall not be required to pay or perform any settlement unless such settlement is approved by the Applicant.

BE IT FURTHER RESOLVED that copies of this Resolution be transmitted forthwith to the applicant and to the City Council.

BE IT FINALLY RESOLVED that this Resolution shall become effective and final on the day following the City Council meeting where the Planning Commission resolution is set for review, unless an appeal in writing is filed with the City Clerk prior to 5:00 p.m. on the day of that City Council meeting. The City Council may, at that meeting, appeal the decision of the Planning Commission and set the matter for public hearing.

CERTIFICATION:

This certifies that the Resolution was adopted by the Planning Commission at their meeting of October 20, 2025, by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAIN:

CHAIRPERSON

RESOLUTION NO. 2025-16

A RESOLUTION OF THE PLANNING COMMISSION
OF THE CITY OF NATIONAL CITY, CALIFORNIA
DENYING A CONDITIONAL USE PERMIT FOR A DRIVE-THROUGH COFFEE SHOP
(DUTCH BROS COFFEE) TO BE LOCATED AT 1838 SWEETWATER ROAD
CASE FILE NO. 2025-29 CUP
APN: 563-231-31-00 & 563-231-32-00

WHEREAS, the Planning Commission of the City of National City considered a Conditional Use Permit for a drive-through coffee shop (Dutch Bros Coffee) to be located at 1838 Sweetwater Road at a duly advertised public hearing held on October 20, 2025, at which time oral and documentary evidence was presented; and,

WHEREAS, at said public hearings the Planning Commission considered the staff report contained in Case File No. 2025-29 CUP maintained by the City and incorporated herein by reference along with evidence and testimony at said hearing; and,

WHEREAS, this action is taken pursuant to all applicable procedures required by State law and City law.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of National City, California, that the testimony and evidence presented to the Planning Commission at the public hearing held on October 20, 2025, support the following finding:

1. Granting the permit would constitute a nuisance or be injurious or detrimental to the public interest, health, safety, convenience, or welfare, or materially injurious to persons, property, or improvements in the vicinity and zone in which the property is located, because it would contribute to a concentration of unhealthy fast food eating places.

BE IT FURTHER RESOLVED that copies of this Resolution be transmitted forthwith to the applicant and to the City Council.

BE IT FINALLY RESOLVED that this Resolution shall become effective and final on the day following the City Council meeting where the Planning Commission resolution is set for review, unless an appeal in writing is filed with the City Clerk prior to 5:00 p.m. on the day of that City Council meeting. The City Council may, at that

meeting, appeal the decision of the Planning Commission and set the matter for public hearing.

CERTIFICATION:

This certifies that the Resolution was adopted by the Planning Commission at their meeting of October 20, 2025, by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAIN:

CHAIRPERSON

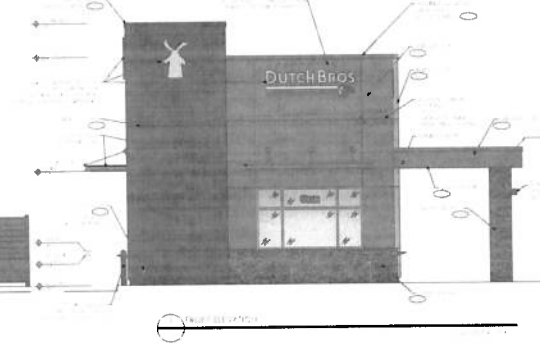
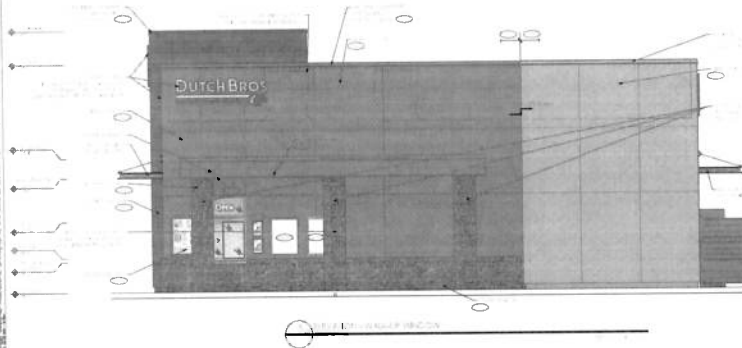
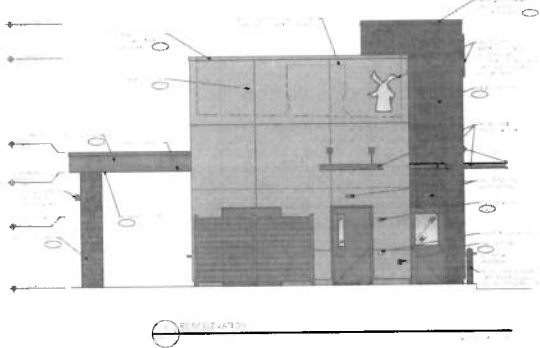
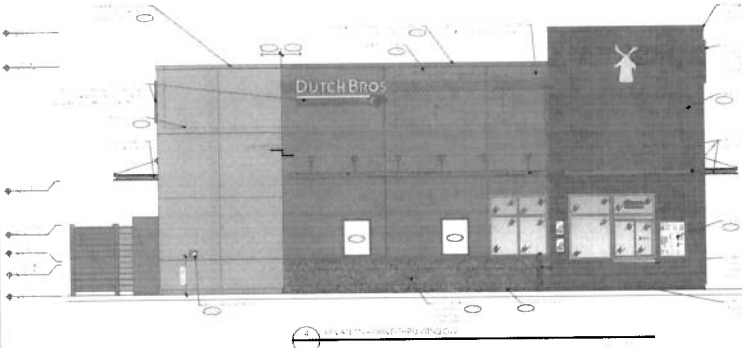
2025-29 CUP – 1838 Sweetwater Road – Overhead



N↑

The owner (DUTCH BROS) and its associated design, engineering, construction and other related personnel, including but not limited to, the user and type of the advertisement and products, all text, images, photographs, illustrations, drawings, and/or other information provided by the owner, shall be the responsibility of the owner. The owner shall be responsible for obtaining all necessary permits and approvals for the project. The owner shall be responsible for providing all necessary information and data for the project. The owner shall be responsible for providing all necessary information and data for the project. The owner shall be responsible for providing all necessary information and data for the project.

EXTERIOR FINISH SCHEDULE				
ITEM	MATERIAL	MANUFACTURER	MODEL	REMARKS
1.0	EXTERIOR WALL	CONCRETE	1.0	1.0
2.0	EXTERIOR WALL	CONCRETE	2.0	2.0
3.0	EXTERIOR WALL	CONCRETE	3.0	3.0
4.0	EXTERIOR WALL	CONCRETE	4.0	4.0
5.0	EXTERIOR WALL	CONCRETE	5.0	5.0
6.0	EXTERIOR WALL	CONCRETE	6.0	6.0
7.0	EXTERIOR WALL	CONCRETE	7.0	7.0
8.0	EXTERIOR WALL	CONCRETE	8.0	8.0
9.0	EXTERIOR WALL	CONCRETE	9.0	9.0
10.0	EXTERIOR WALL	CONCRETE	10.0	10.0
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16.0	EXTERIOR WALL	CONCRETE	16.0	16.0
17.0	EXTERIOR WALL	CONCRETE	17.0	17.0
18.0	EXTERIOR WALL	CONCRETE	18.0	18.0
19.0	EXTERIOR WALL	CONCRETE	19.0	19.0
20.0	EXTERIOR WALL	CONCRETE	20.0	20.0



SMITH GROUP ARCHITECTURE & ASSOCIATES, INC.
ARCHITECTS
1000 15th Street, Suite 1000
Denver, CO 80202
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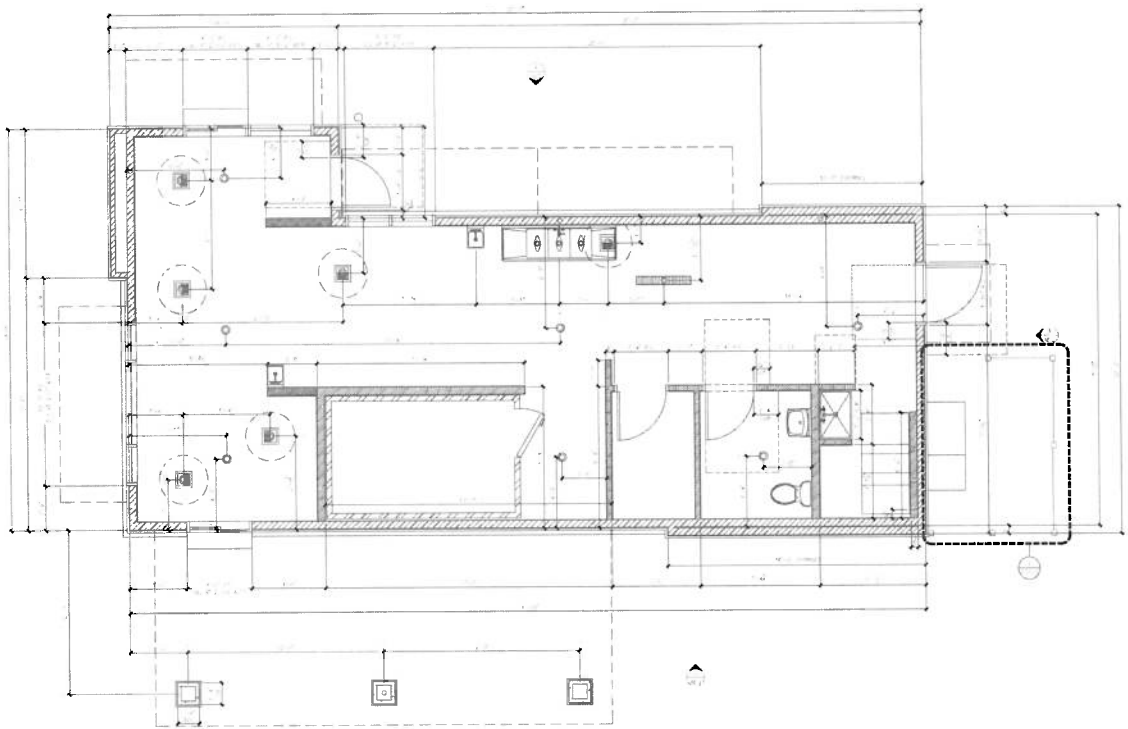


Project No: CA4707
Client: Dutch Bros Coffee
Design: 100%
Construction: 100%
Date: 10/1/2014

DATE	DESCRIPTION
10/1/2014	ISSUED FOR PERMIT

Scale: 1/8" = 1'-0"

The owner, architect, engineer, contractor and other parties responsible for the design, construction and performance of the building and its systems, including but not limited to the building envelope, mechanical, electrical, plumbing, fire, and other building systems, shall be responsible for the design, construction and performance of the building and its systems, including but not limited to the building envelope, mechanical, electrical, plumbing, fire, and other building systems.



adn

ANNE DAVIS NEWELL & ASSOCIATES ARCHITECTS

Project No: CA4707

1000 PINE STREET, SUITE 1000, PHOENIX, AZ 85001

TEL: 602.441.1234 FAX: 602.441.1235

WWW.ADNARCHITECTS.COM

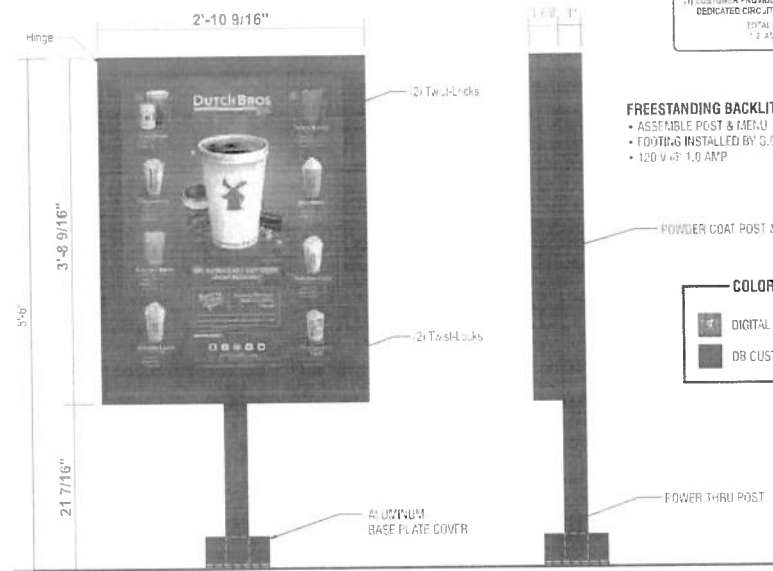
FLOOR PLAN

EUTALL

A2.0

© 2010 ADN Architectural, LLC

SCOPE OF WORK: MANUFACTURE & INSTALL (4) S/F POST MOUNTED MENU SIGNS

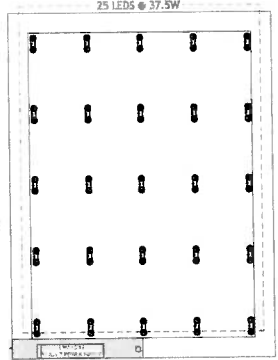


ELECTRICAL SPECIFICATIONS:
 (28) WHITE LED MODULES @ 1.5W EA = 42.5W TOTAL
 (1) 12V 6W POWER SUPPLY @ 1.5 AMP EA
 (1) CUSTOMER PROVIDED 120V 20A 60HZ
 DEDICATED CIRCUIT REQUIRED
 TOTAL POWER LOAD
 43.5W @ 2.7A @ 120V

FREESTANDING BACKLIT MENU SIGN
 • ASSEMBLE POST & MENU
 • FOOTING INSTALLED BY G.C.
 • 120 V @ 1.0 AMP

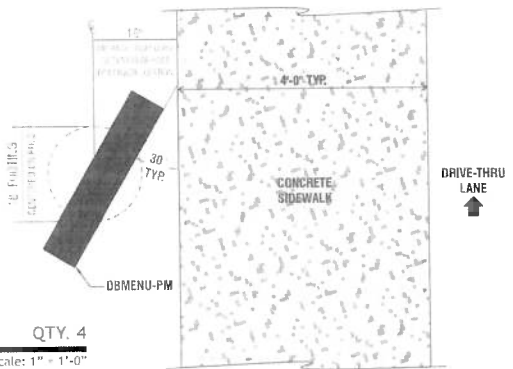
POWDER COAT POST & CABINET TO MATCH DB CUSTOM DARK BLUE

COLOR CODE
 ■ DIGITAL PRINT
 ■ DB CUSTOM DARK BLUE



ELECTRICAL DETAIL
 Scale: 1" = 1'-0"

INSTALLATION ORIENTATION DETAIL
 NOT TO SCALE



FOOTING PER ENGINEERING

CONCRETE FOUNDATION SHALL BE 30" X 30" X 30" WITH ELECTRICAL CORDS IN THE CENTER OF THE PIER

CONSTRUCTION MGR
 DIRECTOR

N11 SIGN TYPE DBMENU-PM-SF; FREE STANDING MENU BOARD QTY. 4
 TOTAL SQ. FT.: 10.7
 Scale: 1" = 1'-0"



12226 Coast Drive
 Whittier, CA 90601
 Tel: (562) 946-7545
 Fax: (562) 949-5707
 St. Lic.: 894662
 www.fusionsign.com
 Los Angeles, CA



06-25-0038
 Signs and Menus

13 of 15

DUTCH BROS

1835 Sweetwater Rd
 National City, CA 91950

Approval Signature

DATE: 08/27/2025

PROJECT MANAGER
 Joanne P.

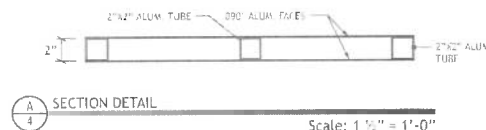
CLIENT
 Trong T.

PROJECT NAME

PROJECT

ALL INFORMATION CONTAINED HEREIN IS THE PROPERTY OF FUSION SIGNS AND MENUS. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREIN. NO PART OF THIS INFORMATION MAY BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT PERMISSION IN WRITING FROM FUSION SIGNS AND MENUS.

Figure 1 is a top view of the test specimen. It shows a long, dark rectangular bar. In the center, there is a section where two smaller, lighter rectangular covers are attached. The top cover is labeled "FABRICATED D30 ALUMINUM BOLT COVER". Dimensions are indicated: a vertical dimension of 1.5 inches on the left, a horizontal dimension of 5 inches for the top cover, and a horizontal dimension of 10 inches for the central section.



CONSTRUCTION MGR
DIRECTOR

REFLECTIVE WHITE VINYL WITH DIGITALLY PRINTED BACKGROUND TO MATCH DB CUSTOM DARK BLUE.
(SPECIAL PRODUCTION NOTE: GRAPHICS TO BE INSET FROM EDGE 1/8").
2" X 2" SQUARE TUBE ALUMINUM FRAME & POST WITH ALUMINUM FACES & 1/4" X 6" X 6" PLATE.
FABRICATED .090 ALUMINUM BOLT COVER PAINT DB CUSTOM DARK BLUE.
INSTALL PLATE-MOUNTED.
PAD FOOTING INSTALLED BY GC.



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06-25-0038
Signs and Menus

14 or 15

DUTCH BROS

1838 Sweetwater Rd
National City, CA 91950

Approval Signature _____

2.11

08/27/2025

Joanne P.

Trong T.

CELESTIAL CAVE

PLATE 1

[illegible]



NOTICE OF PUBLIC HEARING

DETERMINATION THAT THE PROJECT IS CATEGORICALLY EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) UNDER CLASS 32 OF THE CEQA GUIDELINES SECTION 15332 (IN-FILL DEVELOPMENT PROJECTS) AND CONDITIONAL USE PERMIT FOR A DRIVE-THROUGH COFFEE SHOP (DUTCH BROS COFFEE) TO BE LOCATED AT 1838 SWEETWATER ROAD

CASE FILE NO.: 2025-29 CUP

APN: 563-231-31-00 & 563-231-32-00

NOTICE IS HEREBY GIVEN that the National City Planning Commission will hold a public hearing after the hour of 6:00 p.m. **Monday, October 20, 2025**, in the City Council Chambers, located at the Civic Center, 1243 National City Boulevard, National City, California, on the following item:

The applicant (Applicant: Alena Kriachko) proposes to construct a 950 square-foot coffee shop (Dutch Bros Coffee) with two drive-through lanes. The Planning Commission will also consider the staff determination that the project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Class 32, Section 15332 (In-fill Development Projects).

Information is available for review at the City's Planning Division, Civic Center. Members of the public are invited to comment orally at the hearing or in writing. Written comments should be received by the Planning Division on or before 2:00 p.m., **October 20, 2025** by submitting it to PlcPubComment@nationalcityca.gov. Planning staff can be contacted at 619-336-4310 or planning@nationalcityca.gov.

Under California Government Code section 65009, if you challenge the nature of the proposed action in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Planning Commission at, or prior to, the public hearing.



CARLSBAD
CLOVIS
IRVINE
LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

MEMORANDUM

DATE: September 10, 2025

TO: Stephen Manganiello, T.E., Director of Public Works, City of National City

FROM: Dean Arizabal, Principal, and Ambarish Mukherjee, PE, Principal, LSA

SUBJECT: Traffic Analysis for the 1838 Sweetwater Road Dutch Bros Coffee Shop Project (LSA Project No. 20252337)

LSA has prepared this Traffic Analysis (TA) for the proposed Dutch Bros Coffee shop (project) at 1838 Sweetwater Road within the Sweetwater Crossing shopping center in National City, California. The purpose of this analysis is to estimate the potential trip generation, evaluate the access locations, determine the adequacy of the drive-through configuration, and assess vehicle miles traveled (VMT) for the proposed project.

The proposed project includes a 950-square-foot (sf) Dutch Bros Coffee shop with drive-through on the southeast corner of the Prospect Street-Sweetwater Crossing driveway/Sweetwater Road intersection. Figure 1 (all figures provided in Attachment A) depicts the regional and project location. The drive-through configuration of the proposed project would accommodate 26 total vehicles within 2 lanes.

Access to the Sweetwater Crossing shopping center and project site is provided via the signalized Prospect Street-Sweetwater Crossing driveway/Sweetwater Road intersection and an unsignalized right-in/right-out (RIRO) driveway on Sweetwater Road. Figure 2 illustrates a conceptual site plan of the proposed project.

TRAFFIC ANALYSIS

This TA Scope of Work has been prepared consistent with applicable provisions of the Institute of Transportation Engineers (ITE), San Diego and Imperial County Sections, *Guidelines for Transportation Impact Studies in the San Diego Region*, dated May 2019 (ITE Guidelines), and the scope of work approved by the City of National City (City) Director of Public Works and Traffic Engineer on May 22, 2025.

Data Collection and Study Area

An independent data collection firm (Counts Unlimited) conducted trip generation and drive-through queuing surveys of similar existing Dutch Bros Coffee shops, as well as intersection counts at four comparable Dutch Bros Coffee shop locations and two study area locations.

The similar existing Dutch Bros Coffee shops surveyed include:

1. 9067 Warner Avenue, Fountain Valley
2. 3561 Hamner Avenue, Norco
3. 13322 Limonite Avenue, Eastvale
4. 877 East Hospitality Lane, San Bernardino

The study area intersections include:

1. Prospect Street-Sweetwater Crossing driveway/Sweetwater Road
2. RIRO driveway/Sweetwater Road

The specifics for the surveys and counts are:

- The trip generation surveys were conducted for one typical Saturday (May 17, 2025) and one typical weekday (Tuesday, May 20, 2025). The surveys included the hourly and daily trips for each site, as well as the average hourly and average daily trips for all sites.
- The drive-through queuing surveys were conducted during the weekday a.m. peak hour (6:00 a.m. to 9:00 a.m.), the weekday p.m. peak hour (3:00 p.m. to 6:00 p.m.), and the weekend peak hour (10:00 a.m. to 2:00 p.m.). The surveys include the average time per customer, maximum queue, and average queue for each site, as well as the average time per customer, average maximum queue, and average queue for all sites.
- The intersection counts were conducted for the typical weekday a.m. and p.m. peak hours.

Trip Generation Analysis

The daily, a.m. peak-hour, and p.m. peak-hour trips of the proposed project were developed through surveys conducted by Counts Unlimited (provided in Attachment B) at four similar existing Dutch Bros Coffee shops in Fountain Valley, Norco, Eastvale, and San Bernardino.

For coffee shops, restaurants, and similar quick-service retail facilities, a significant percentage of trips are pass-by trips. A pass-by trip is a trip where an intermediate stop is made on the way from the origin to the primary destination of the trip without making a route diversion. Pass-by trips are made by drivers already on adjacent/nearby roadways (e.g., stopped by the coffee shop on the way to work or home) and therefore are not additive trips to the circulation system. A conservative 50 percent pass-by reduction has been applied to the proposed project for weekday and weekend daily and peak-hour conditions.

The daily, a.m. peak-hour, and p.m. peak-hour trips of the previous (restaurant) use on site were also calculated based on trip rates for Land Use 932 (High-Turnover [Sit-Down] Restaurant) from the ITE *Trip Generation Manual* (11th Edition). Since an a.m. peak-hour pass-by rate is not provided for this land use, no trip reductions were applied to the a.m. peak hour and a 43 percent pass-by rate was applied to the p.m. peak hour. Since a daily pass-by rate is not provided for this land use, the average of the a.m. and p.m. pass-by rates (22 percent) was used for the daily trip reduction. For weekends, the 22 percent pass-by rate was applied to the daily trip reduction and no pass-by reductions were applied to the peak hour.

Table C-1 (provided in Attachment C) presents the trip generation summary for the proposed project, based on similar Dutch Bros Coffee shops in the area, and a comparison to the previous use.

As shown in Table C-1, the proposed project would generate 2,168 gross daily trips, including 138 trips (72 inbound and 66 outbound) in the a.m. peak hour and 130 trips (65 inbound and 65 outbound) in the p.m. peak hour on weekdays. After applying pass-by trip reductions, the weekday trip generation of the proposed project would be 1,084 daily trips, including 69 trips (36 inbound and 33 outbound) in the a.m. peak hour and 65 trips (32 inbound and 33 outbound) in the p.m. peak hour.

On weekends, the proposed project would generate 1,836 gross daily trips, including 125 trips (63 inbound and 62 outbound) during the peak hour. After applying pass-by trip reductions, the trip generation of the proposed project on weekends would be 918 daily trips, including 62 trips (31 inbound and 31 outbound) during the peak hour.

The previous (restaurant) use would have generated approximately 420 gross daily trips, including 37 trips (21 inbound and 16 outbound) in the a.m. peak hour and 36 trips (22 inbound and 14 outbound) in the p.m. peak hour on weekdays. After applying pass-by trip reductions, the weekday trip generation of the previous use would be 328 daily trips, including 37 trips (21 inbound and 16 outbound) in the a.m. peak hour and 21 trips (13 inbound and 8 outbound) in the p.m. peak hour.

On weekends, the previous use would have generated 479 gross daily trips, including 44 trips (22 inbound and 22 outbound) during the peak hour. After applying pass-by trip reductions (105 daily trips), the weekend trip generation would be 374 daily trips. No pass-by reductions were applied to the weekend peak hour, which remains at 44 trips (22 inbound and 22 outbound).

When accounting for the previous use, the net weekday trip generation for the site would be 756 additional daily trips, including 32 additional trips (15 additional inbound trips and 17 additional outbound) in the a.m. peak hour and 44 additional trips (19 additional inbound and 25 additional outbound) in the p.m. peak hour.

When accounting for the previous use, the net weekend trip generation for the site would be 544 additional daily trips and 18 additional peak-hour trips (9 additional inbound and 9 additional outbound).

However, to present a conservative analysis of the study area locations, no trip reductions were applied for pass-by or the previous (restaurant) use on site. The full project trip generation has been assumed (138 a.m. peak-hour trips [72 inbound and 66 outbound] and 130 p.m. peak-hour trips [65 inbound and 65 outbound] on weekdays, as well as 125 peak-hour trips [63 inbound and 62 outbound] on weekends).

Figure 3 illustrates the full project trip distribution and assignment at the signalized intersection of Prospect Street-Sweetwater Crossing driveway/Sweetwater Road and the unsignalized RIRO driveway on Sweetwater Road.

Intersection Operations Analysis

A level of service (LOS) analysis was conducted for the following access locations of Sweetwater Crossing shopping center and the proposed project based on the Highway Capacity Manual (HCM) 7 methodologies and the Synchro 12 software:

1. Prospect Street-Sweetwater Crossing driveway/Sweetwater Road
2. RIRO driveway/Sweetwater Road

The LOS analysis was conducted for existing and existing plus project conditions. Counts Unlimited conducted existing peak-hour driveway counts on Wednesday, May 28, 2025. The Counts Unlimited driveway counts are provided in Attachment B. The HCM worksheets are provided in Attachment D.

Figures 4 and 5 depict the existing volumes and the existing plus project volumes at the access driveways, respectively.

Table A summarizes the driveway LOS results.

Table A: Intersection Levels of Service

Intersection	Control	Existing LOS				Existing Plus Project LOS			
		AM Peak Hour		Mid-Day Peak Hour		AM Peak Hour		Mid-Day Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
1 Prospect Street-Sweetwater Crossing driveway/Sweetwater Road	Signal	9.7	A	18.4	B	10.3	B	20.8	C
2 RIRO driveway/Sweetwater Road	OWSC	10.8	B	17.4	C	11.1	B	18.7	C

Source: Compiled by LSA (2025).

LOS = level of service

OWSC = one-way stop control

RIRO = right-in/right-out
sec. = seconds

As shown in Table A, all access driveways operate at satisfactory LOS C or better under existing conditions during both peak hours. These intersections are forecast to continue operating at satisfactory LOS C or better under existing plus project conditions during both peak hours. The proposed project would not adversely affect the LOS of the access driveways. As such, no improvements are required or recommended for the access driveways.

Site Access and Traffic Circulation

Project patrons would access the Sweetwater Crossing shopping center and the project site at the signalized intersection of Prospect Street-Sweetwater Crossing driveway/Sweetwater Road. More specifically, vehicles would enter and exit the project site via one-way circulation pattern, as follows:

1. Enter at Prospect Street-Sweetwater Crossing driveway/Sweetwater Road,
2. Travel southbound along an internal drive aisle to the drive-through entry,
3. Turn right out of the drive-through exit,
4. Circulate around the surface parking lot back toward the internal drive aisle, and
5. Exit at Prospect Street-Sweetwater Crossing driveway/Sweetwater Road.

Dutch Bros Coffee has developed a detailed Traffic Management Plan (TMP) and Site Summary (provided in Attachment E) to ensure efficiency and quality of its service, facilitate access and one-way circulation, and minimize the drive-through queuing of the proposed project. Key TMP components include detailed staffing and signage plans. Dutch Bros Coffee would provide staff and signs (as illustrated in the TMP) within the proposed drive-through configuration and in proximity to the drive-through entry and exit.

Staff positions (and the anticipated number of staff) for the proposed project include the following:

- Line Busters (LBs) (5 staff) – LBs would increase the speed of the customer experience by taking orders while maintaining 2-foot gaps between vehicles.
- Drink Runner (DR) (1 staff) – A DR would deliver completed drinks to customers in line before reaching the pickup window.
- Dutch Bros Traffic Controller (DBTC) (1 staff) – A DBTC would direct traffic in and out of the drive-through and prevent vehicles from blocking internal drive aisles.

- Third-Party Traffic Controller or Off-Duty Police Officer (TC) (as needed) – Similar to a DBTC, a TC would also direct traffic in and out of the drive-through and prevent vehicles from blocking internal drive aisles.

Informational and directional signs include:

- Do Not Block
- Entrance
- Pick Shortest Line
- Merge Here
- Exit Here

Dutch Bros Coffee would continuously monitor traffic conditions for the proposed project. Dutch Bros Coffee would adjust its TMP (e.g., additional staffing and/or signage) in response to real-time conditions (including customer demand, gross sales, trends, local events, and weather) to ensure adequate and efficient access, one-way circulation, and drive-through operations.

Drive-Through Queuing Analysis

To determine the potential drive-through queues of the proposed project, Counts Unlimited surveyed four existing Dutch Bros Coffee locations in Fountain Valley, Norco, Eastvale, and San Bernardino. Surveys of drive-through queue lengths and customer service times were conducted on Tuesday, May 20, 2025 (weekday), and Saturday, May 17, 2025 (weekend), and are provided in Attachment B.

Based on the survey data, the average and maximum observed customer service times (in minutes:seconds) at the four Dutch Bros Coffee shops were as follows:

- **Fountain Valley (9067 Warner Avenue)**
 - Average Service Times: 5:57 in the a.m. peak hour and 20:40 in the p.m. peak hour on a weekday, and 18:42 in the peak hour on a weekend
 - Maximum Service Times: 10:42 in the a.m. peak hour and 39:56 in the p.m. peak hour on a weekday, and 31:41 in the peak hour on a weekend
- **Norco (3561 Hamner Avenue)**
 - Average Service Times: 10:18 in the a.m. peak hour and 13:57 in the p.m. peak hour on a weekday, and 13:01 in the peak hour on a weekend
 - Maximum Service Times: 19:41 in the a.m. peak hour and 30:48 in the p.m. peak hour on a weekday, and 17:44 in the peak hour on a weekend
- **Eastvale (13322 Limonite Avenue)**
 - Average Service Times: 8:30 in the a.m. peak hour and 7:57 in the p.m. peak hour on a weekday, and 9:52 in the peak hour on a weekend
 - Maximum Service Times: 19:38 in the a.m. peak hour and 19:52 in the p.m. peak hour on a weekday, and 15:53 in the peak hour on a weekend

- **San Bernardino (877 East Hospitality Lane)**
 - Average Service Times: 5:54 in the a.m. peak hour and 7:33 in the p.m. peak hour on a weekday, and 9:02 in the peak hour on a weekend
 - Maximum Service Times: 19:04 in the a.m. peak hour and 18:11 in the p.m. peak hour on a weekday, and 16:10 in the peak hour on a weekend
- **4-Site Averages**
 - Average Service Times: 7:40 in the a.m. peak hour and 12:32 in the p.m. peak hour on a weekday, and 12:39 in the peak hour on a weekend
 - Maximum Service Times: 19:04 in the a.m. peak hour and 39:56 in the p.m. peak hour on a weekday, and 31:41 in the peak hour on a weekend

Table B presents the average and maximum customer service times for the four Dutch Bros Coffee shops for the weekday a.m., weekday p.m., and Saturday peak hours.

Table B: Dutch Bros Drive-Through Service Times

Location	City	Weekday				Saturday	
		AM Peak Hour		PM Peak Hour		Peak Hour	
		Avg Time (mm:ss)	Max Time (mm:ss)	Avg Time (mm:ss)	Max Time (mm:ss)	Avg Time (mm:ss)	Max Time (mm:ss)
1. 9067 Warner Avenue	Fountain Valley	05:57	10:42	20:40	39:56	18:42	31:41
2. 3561 Hamner Avenue	Norco	10:18	19:41	13:57	30:48	13:01	17:44
3. 13322 Limonite Avenue	Eastvale	08:30	19:38	07:57	19:52	09:52	15:53
4. 877 East Hospitality Lane	San Bernardino	05:54	19:04	07:33	18:11	09:02	16:10
Four-Site Average		07:40	17:16	12:32	27:12	12:39	20:22

Source: Compiled by LSA (2025).

As shown in Table B, the highest average customer service times at any one survey site (Fountain Valley) are 20 minutes and 40 seconds on a weekday and 18 minutes and 42 seconds on a weekend. The maximum service times were also recorded at Fountain Valley at 39 minutes and 56 seconds on a weekday and 31 minutes and 41 seconds on a weekend. According to the averages of the four survey sites (Fountain Valley, Norco, Eastvale, and San Bernardino), the project service times could range from 7 minutes and 40 seconds to 12 minutes and 32 seconds during weekdays and up to 12 minutes and 39 seconds during weekends.

Based on the survey data, the average and maximum observed drive-through queues at the four Dutch Bros Coffee shops were as follows:

- **Fountain Valley (9067 Warner Avenue)**
 - Average queues: 4 a.m. peak-hour and 16 p.m. peak-hour vehicles on a weekday, and 22 peak-hour vehicles on a weekend
 - Maximum queues: 8 a.m. peak-hour and 29 p.m. peak-hour vehicles on a weekday, and 32 peak-hour vehicles on a weekend

- **Norco (3561 Hamner Avenue)**
 - Average queues: 9 a.m. peak-hour vehicles and 10 p.m. peak-hour vehicles on a weekday, and 18 peak-hour vehicles on a weekend
 - Maximum queues: 16 a.m. peak-hour vehicles and 21 p.m. peak-hour vehicles on a weekday, and 27 peak-hour vehicles on a weekend
- **Eastvale (13322 Limonite Avenue)**
 - Average queues: 7 a.m. peak-hour vehicles and 7 p.m. peak-hour vehicles on a weekday, and 11 peak-hour vehicles on a weekend
 - Maximum queues: 16 a.m. peak-hour vehicles and 13 p.m. peak-hour vehicles on a weekday, and 18 peak-hour vehicles on a weekend
- **San Bernardino (877 East Hospitality Lane)**
 - Average queues: 4 a.m. peak-hour vehicles and 4 p.m. peak-hour vehicles on a weekday, and 7 peak-hour vehicles on a weekend
 - Maximum queues: 7 a.m. peak-hour vehicles and 9 p.m. peak-hour vehicles on a weekday, and 11 peak-hour vehicles on a weekend
- **4-Site Averages**
 - Average queues: 6 a.m. peak-hour vehicles and 9 p.m. peak-hour vehicles on a weekday, and 15 peak-hour vehicles on a weekend
 - Maximum queues: 12 a.m. peak-hour vehicles and 18 p.m. peak-hour vehicles on a weekday, and 22 peak-hour vehicles on a weekend

Table C presents the average and maximum drive-through queues for the four Dutch Bros Coffee shops for the weekday a.m., weekday p.m., and Saturday peak hours.

Table C: Dutch Bros Drive-Through Queues

Location	City	Weekday				Saturday	
		AM Peak Hour		PM Peak Hour		Peak Hour	
		Avg Queue	Max Queue	Avg Queue	Max Queue	Avg Queue	Max Queue
1. 9067 Warner Avenue	Fountain Valley	4	8	16	29	22	32
2. 3561 Hamner Avenue	Norco	9	16	10	21	18	27
3. 13322 Limonite Avenue	Eastvale	7	16	7	13	11	18
4. 877 East Hospitality Lane	San Bernardino	4	7	4	9	7	11
4 Site Average		6	12	10	18	15	22

Source: Compiled by LSA (2025).

As shown in Table C, the highest maximum observed queues at any one survey site (Fountain Valley) were 29 weekday vehicles and 32 weekend vehicles. According to the averages of the four survey sites (Fountain Valley, Norco, Eastvale, and San Bernardino), the project queues ranged from 12 to 18 vehicles during the weekday peak hours and up to 22 vehicles during weekend peak hour.

However, it is important to note the distances from each Dutch Bros Coffee shop to the next nearest location. The farther a Dutch Bros Coffee shop is to the next nearest location, the longer the maximum drive-through queue. Conversely, the closer a Dutch Bros Coffee shop is to another, the shorter the maximum drive-through queue.

The four survey sites are much farther away (more than 7 miles away) from other existing Dutch Bros Coffee Shops. A new Dutch Bros Coffee shop (1606 East Plaza Boulevard) has been approved, is currently under construction, and will be built and operational only 1.5 miles from the 1838 Sweetwater Road site. As such, the queues at any one location (1606 East Plaza Boulevard and 1838 Sweetwater Road) would likely be diminished. Therefore, the drive-through queues are anticipated to fit within the proposed storage of 26 vehicles.

The proposed project incorporates a drive-through configuration that could accommodate up to 26 vehicles at one time. This 26-vehicle storage capacity would be adequate for the proposed project based on queuing surveys from existing locations in Fountain Valley, Norco, Eastvale, and San Bernardino.

Based on the proposed site plan and drive-through configuration, the proposed project queues are unlikely to extend onto the public streets (i.e., Sweetwater Road). As such, the proposed project drive-through lane and operations are not anticipated to affect the ability of patrons and employees to access, circulate, and park within the project site and the adjacent properties.

Vehicle Miles Traveled Screening Analysis

On December 28, 2018, the California Office of Administrative Law cleared the revised California Environmental Quality Act (CEQA) guidelines for use. Among the changes to the guidelines was removal of vehicle delay and LOS from consideration under CEQA. With the adopted guidelines, transportation impacts are to be evaluated based on a project's effect on VMT.

The City utilizes the State of California Governor's Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* and the ITE Guidelines for assessing potential CEQA transportation impacts due to VMT. Pursuant to the project screening criteria of the ITE Guidelines, local-serving retail uses and projects less than 50,000 sf are presumed to have a less than significant transportation impact. As a 950 sf Dutch Bros Coffee shop, the proposed project is a local-serving retail use less than 50,000 sf. Therefore, based on the ITE Guidelines, the proposed project is screened out from a VMT analysis based on its size and type and is presumed to have a less than significant transportation impact.

CONCLUSION

LSA calculated the trip generation of the proposed project. The proposed project is anticipated to generate 2,168 gross weekday daily trips, including 138 trips (72 inbound and 66 outbound) in the a.m. peak hour and 130 trips (65 inbound and 65 outbound) in the p.m. peak hour. On weekends, the proposed project is anticipated to generate 1,836 gross daily trips, including 125 trips (63 inbound and 62 outbound) during the peak hour.

According to an HCM analysis of existing and existing plus project conditions, the signalized intersection of Prospect Street-Sweetwater Crossing Driveway/Sweetwater Road and the unsignalized RIRO driveway on Sweetwater Road would operate at satisfactory LOS C or better during both peak hours without and with the proposed project. The proposed project would not adversely affect access or operations at the

Sweetwater Crossing shopping center. As such, no intersection or driveway improvements are required or recommended.

Dutch Bros Coffee would continuously monitor traffic conditions, implement a detailed TMP (staffing and signage plans), and adjust the TMP as needed based on real-time conditions to ensure adequate and efficient access, one-way circulation, and drive-through operations.

LSA reviewed queuing surveys of the drive-through operations of existing Dutch Bros Coffee shops in California (Fountain Valley, Norco, Eastvale, and San Bernardino) that reflected average maximum queues of 18 vehicles on weekdays and up to 22 vehicles on weekends. Additionally, a new Dutch Bros location at 1606 East Plaza Boulevard within National City would be built and constructed 1.5 miles from the proposed project and would likely reduce queues at either location due to their proximity. The proposed drive-through configuration for 26 vehicles is anticipated to provide adequate storage capacity for the project. As such, drive-through queues of the proposed project are not anticipated to extend onto the public streets (i.e., Sweetwater Road). Therefore, the proposed project is unlikely to cause any disruption to the access or internal circulation on and around the site.

As a local-serving retail use less than 50,000 sf, the proposed project is screened out from a VMT analysis and is presumed to have a less than significant CEQA transportation impact.

If you have any questions, please contact Dean Arizabal at (949) 553-0666.

Attachments:

- A: Figure 1 – Regional and Project Location
- Figure 2 – Conceptual Site Plan
- Figure 3 – Project Trip Distribution and Assignment
- Figure 4 – Existing Peak-Hour Volumes
- Figure 5 – Existing Plus Project Peak-Hour Volumes
- B: Counts Unlimited Count Data and Surveys
- C: Project Trip Generation
- D: HCM Worksheets
- E: Dutch Bros Coffee TMP and Site Summary

ATTACHMENT A

FIGURES

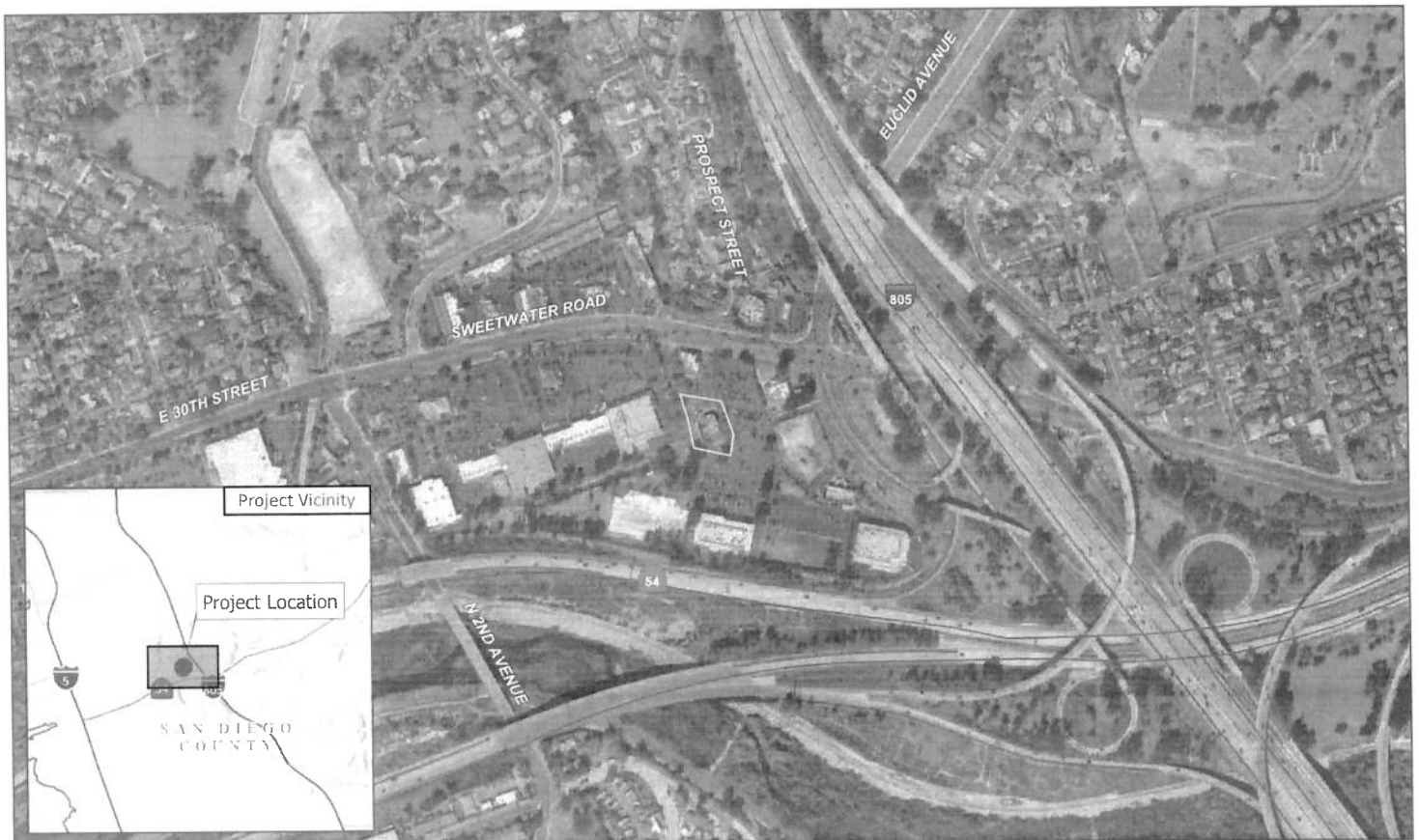


FIGURE 1

LSA

LEGEND

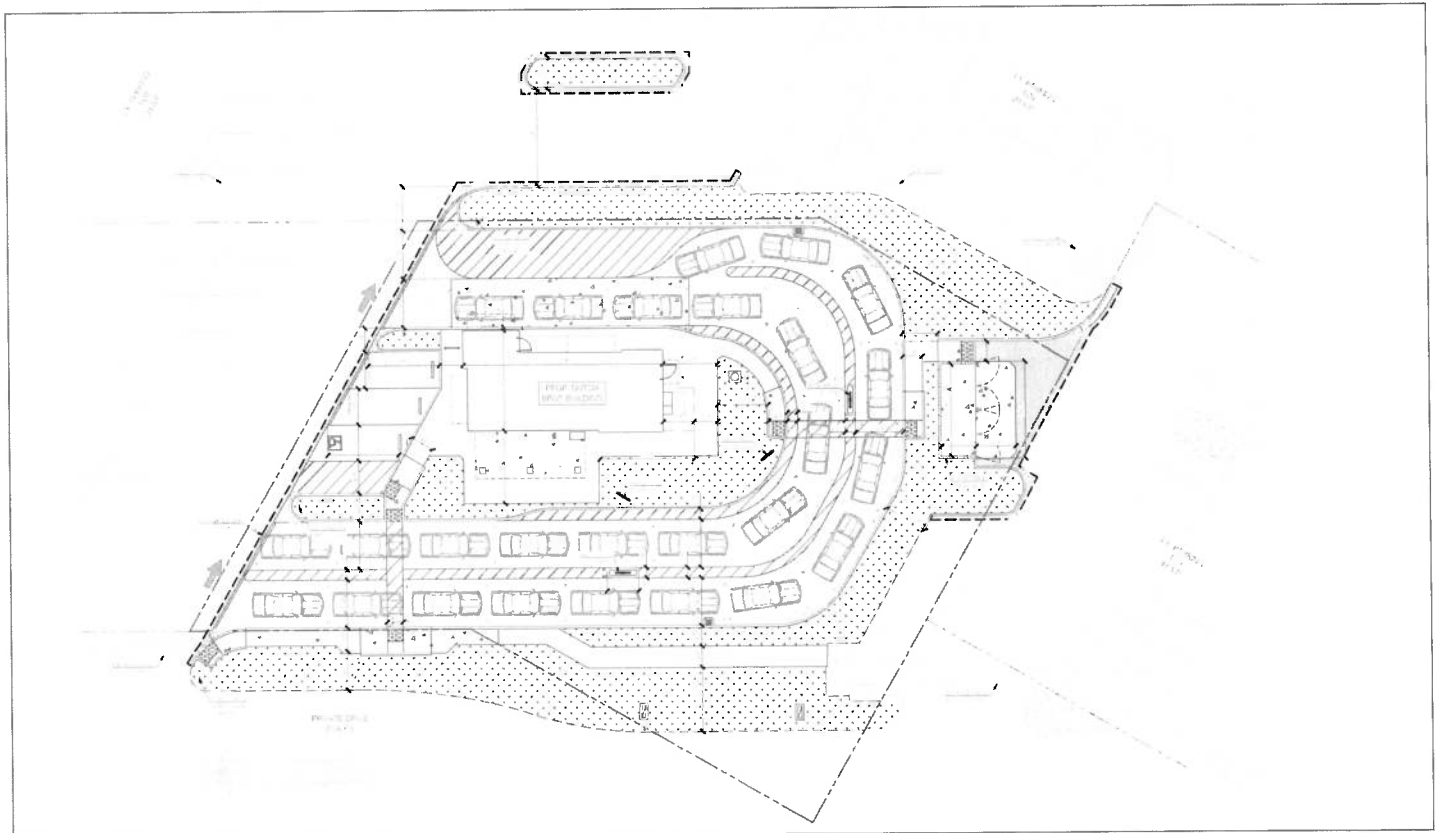
Project Site



1838 Sweetwater Road Dutch Bros Coffee Shop
Regional and Project Location

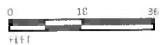
SOURCE: ESRI StreetMap 2021; Google Earth Imagery 2022

P:\2025\20252337_1838 Sweetwater Rd Dutch Bros Coffee\gis\20252337_1838 Sweetwater Rd Dutch Bros Coffee\20252337-69 Sweetwater Rd Dutch Bros Coffee.aprx (5/14/2025)



LSA

FIGURE 2



1838 Sweetwater Road Dutch Bros Coffee Shop

Conceptual Site Plan

SOURCE: Dutch Bros Coffee, 2025
P:\2025\20252337- 1838 Sweetwater Rd Dutch Bros Coffee\gis\g\Project-Site-Plan.ai (9/9/2025)

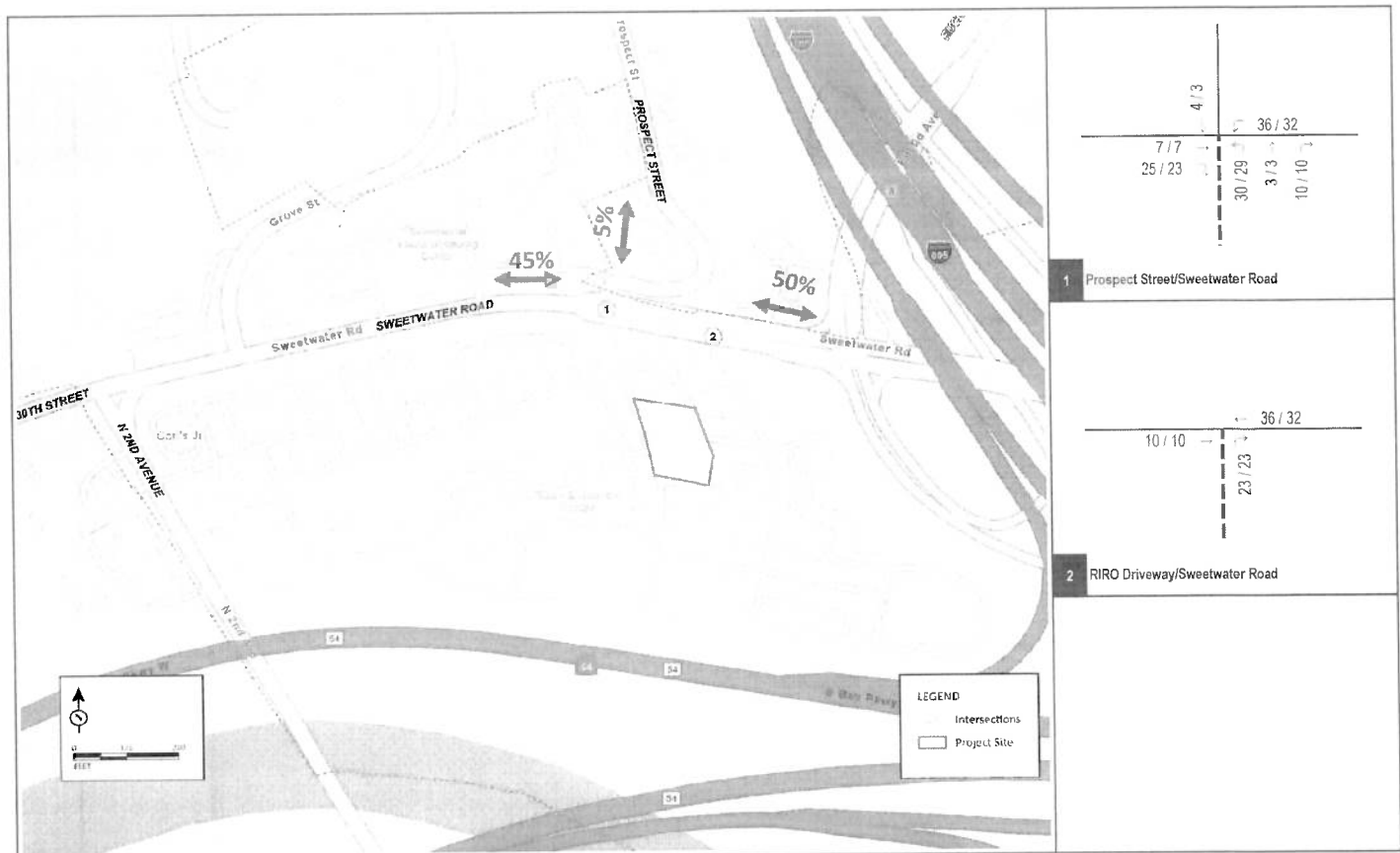


FIGURE 3

LSA

XX%
AM (PM)
RIRO = Right In Right Out
Project Trip Distribution
Peak Hour Project Trip Assignment

1838 Sweetwater Road Dutch Bros.
Project Trip Distribution and Assignment

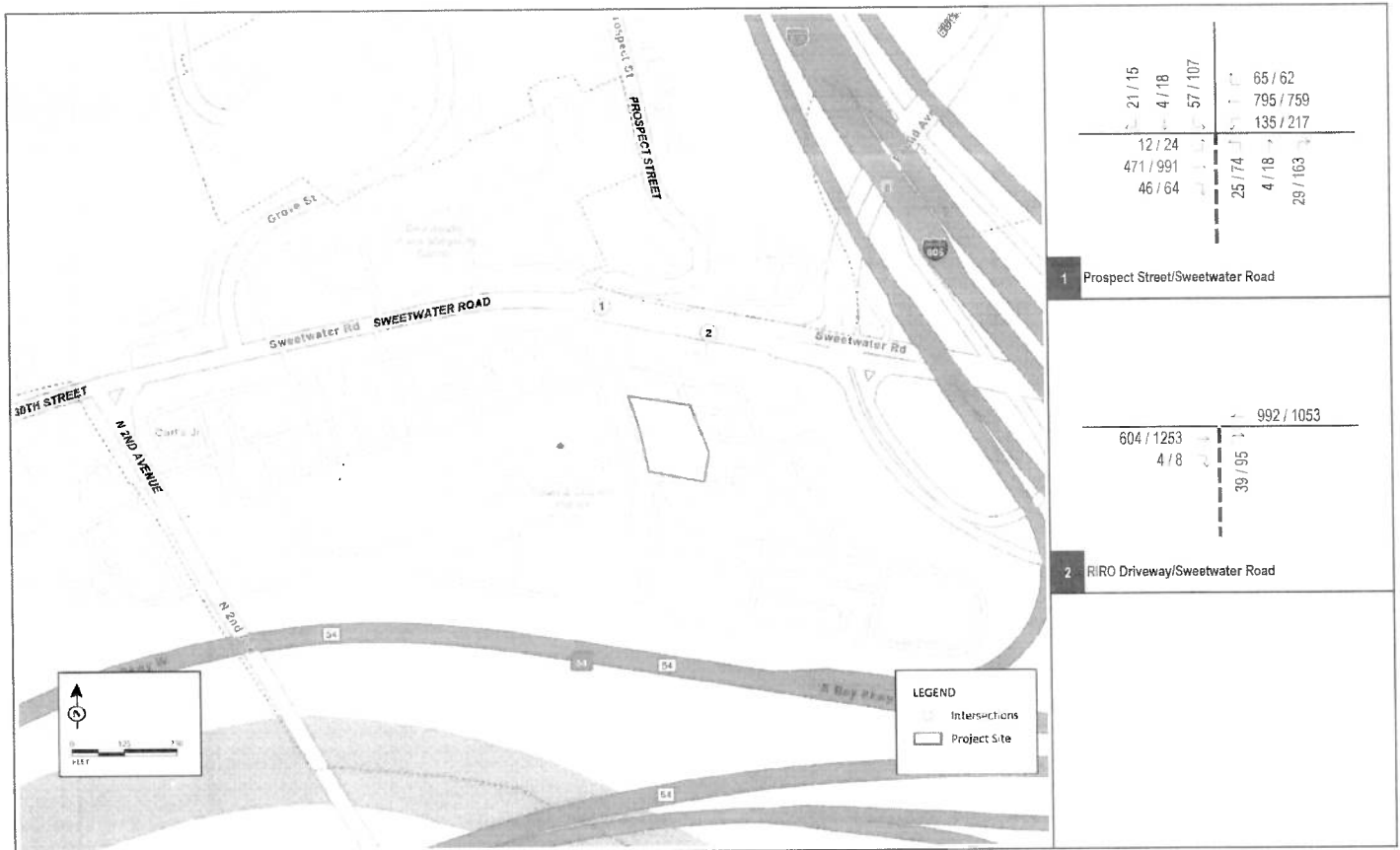


FIGURE 4

LSA

XXXX / YYYY

AM / PM Peak Hour Trips

RIRO = Right In Right Out

1838 Sweetwater Road Dutch Bros.

Existing Peak-Hour Volumes

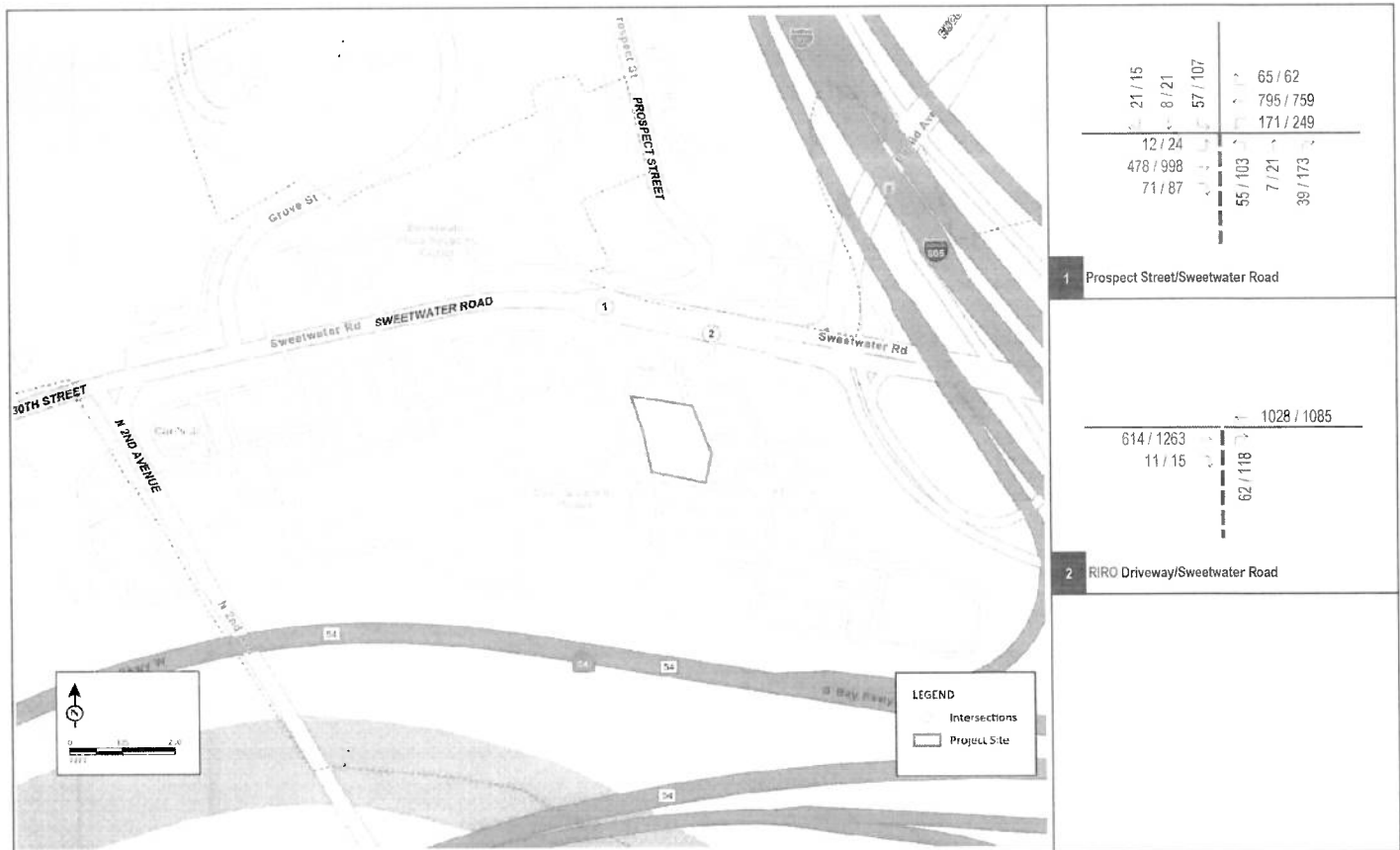


FIGURE 5

LSA

XXXX / YYYY

AM / PM Peak Hour Trips

RIRO = Right In Right Out

1838 Sweetwater Road Dutch Bros.
 Existing Plus Project Peak-Hour Volumes

ATTACHMENT B

COUNTS UNLIMITED COUNT DATA AND SURVEYS

Dutch Bros Coffee Shop (4 Sites)

Weekday Average Daily Traffic Volumes

Day: Tuesday
Date: 5/20/25

City: FV, Norco, Eastvale, San Berdo
Address: 4 Sites

DAILY TOTALS				IN	OUT			TOTAL
				1,085	1,083			2,168
AM	IN	OUT	TOTAL	PM	IN	OUT	TOTAL	
0:00	0	0	0	12:00	19	21	40	
0:15	0	0	0	12:15	26	23	49	
0:30	0	0	0	12:30	21	19	39	
0:45	0	0	0	12:45	23	19	41	169
1:00	0	0	0	13:00	19	21	40	
1:15	0	0	0	13:15	18	21	39	
1:30	0	0	0	13:30	21	19	40	
1:45	0	0	0	13:45	19	23	41	160
2:00	0	0	0	14:00	16	20	36	
2:15	0	0	0	14:15	16	17	33	
2:30	0	0	0	14:30	22	20	42	
2:45	0	0	0	14:45	15	16	31	141
3:00	0	0	0	15:00	18	18	36	
3:15	0	0	0	15:15	19	19	37	
3:30	0	0	0	15:30	20	18	38	
3:45	0	0	0	15:45	19	19	38	149
4:00	0	0	0	16:00	17	19	36	
4:15	1	0	1	16:15	15	16	31	
4:30	2	0	2	16:30	16	16	32	
4:45	1	0	1	16:45	17	14	31	130
5:00	5	3	8	17:00	15	17	32	
5:15	4	4	8	17:15	13	19	32	
5:30	5	5	10	17:30	13	14	28	
5:45	5	5	10	17:45	18	13	31	122
6:00	9	5	13	18:00	12	13	24	
6:15	6	8	14	18:15	14	18	32	
6:30	9	6	15	18:30	17	13	30	
6:45	10	8	18	18:45	12	14	26	112
7:00	12	13	24	19:00	12	14	25	
7:15	14	11	25	19:15	10	13	23	
7:30	12	12	24	19:30	9	10	19	
7:45	14	10	24	19:45	10	11	21	88
8:00	17	17	34	20:00	14	12	26	
8:15	15	15	30	20:15	12	11	23	
8:30	19	18	37	20:30	11	15	27	
8:45	21	16	38	20:45	10	10	20	95
9:00	18	20	38	21:00	14	13	27	
9:15	25	18	43	21:15	10	10	19	
9:30	16	20	36	21:30	11	10	21	
9:45	20	21	41	21:45	12	14	25	92
10:00	20	17	37	22:00	11	12	23	
10:15	24	21	45	22:15	9	10	19	
10:30	24	22	46	22:30	8	8	16	
10:45	21	20	41	22:45	5	11	15	73
11:00	22	23	45	23:00	1	4	4	
11:15	21	21	42	23:15	0	1	1	
11:30	22	24	47	23:30	0	1	2	
11:45	20	22	42	23:45	0	1	1	7
TOTALS		402	833	TOTALS		681	1,336	
SPLIT %		48.2%	38.4%	SPLIT %		51.0%	61.6%	

DAILY TOTALS				IN	OUT			TOTAL
				1,085	1,083			2,168
AM	In	Out	Total	PM	In	Out	Total	
Peak of Site	10:15	11:00	11:30	Peak of Site	12:15	13:00	12:00	
Peak of Site Volume	90	90	177	Peak of Site Volume	88	83	169	
Peak Hour	8:00	8:00	8:00	Peak Hour	16:00	16:30	16:00	
Peak Hour Volume	72	66	138	Peak Hour Volume	65	65	130	
AM Peak Hour	72	66	138	PM Peak Hour	65	65	130	

Dutch Bros Coffee Shop (Fountain Valley) Weekday Average Daily Traffic Volumes

Day: Tuesday
Date: 5/20/25

City: Fountain Valley
Address: 9067 Warner Avenue

DAILY TOTALS				IN	OUT			TOTAL
				1,203	1,215			2,418
AM	IN	OUT	TOTAL	PM	IN	OUT	TOTAL	
0:00	0	0	0	12:00	23	16	39	
0:15	0	0	0	12:15	23	26	49	
0:30	0	0	0	12:30	19	20	39	
0:45	0	0	0	12:45	20	85 15 77	35	162
1:00	0	0	0	13:00	16	24	40	
1:15	0	0	0	13:15	20	19	39	
1:30	0	0	0	13:30	25	25	50	
1:45	0	0	0	13:45	21	82 18 86	39	168
2:00	0	0	0	14:00	11	22	33	
2:15	0	0	0	14:15	14	11	25	
2:30	0	0	0	14:30	17	14	31	
2:45	0	0	0	14:45	10	52 18 65	28	117
3:00	0	0	0	15:00	19	15	34	
3:15	0	0	0	15:15	18	16	34	
3:30	0	0	0	15:30	15	20	35	
3:45	0	0	0	15:45	16	68 20 71	36	139
4:00	0	0	0	16:00	17	14	31	
4:15	2	0	2	16:15	12	14	26	
4:30	1	0	1	16:30	14	17	31	
4:45	1	4 0	1 4	16:45	21	64 14 59	35	123
5:00	4	2	6	17:00	15	17	32	
5:15	4	4	8	17:15	14	18	32	
5:30	7	8	15	17:30	19	10	29	
5:45	5	20 8 22	13 42	17:45	17	65 17 62	34	127
6:00	17	4	21	18:00	11	15	26	
6:15	7	9	16	18:15	6	24	30	
6:30	14	4	18	18:30	19	11	30	
6:45	9	47 9 26	18 73	18:45	14	50 16 66	30	116
7:00	19	14	33	19:00	15	11	26	
7:15	15	14	29	19:15	15	19	34	
7:30	18	13	31	19:30	15	12	27	
7:45	19	71 10 51	29 122	19:45	12	57 16 58	28	115
8:00	19	22	41	20:00	23	16	39	
8:15	14	12	26	20:15	16	11	27	
8:30	24	18	42	20:30	18	27	45	
8:45	21	78 18 70	39 148	20:45	16	73 13 67	29	140
9:00	22	20	42	21:00	21	21	42	
9:15	19	18	37	21:15	14	11	25	
9:30	13	23	36	21:30	12	14	26	
9:45	25	79 20 81	45 160	21:45	17	64 20 66	37	130
10:00	26	19	45	22:00	20	20	40	
10:15	23	21	44	22:15	17	24	41	
10:30	23	30	53	22:30	14	17	31	
10:45	18	90 21 91	39 181	22:45	2	53 19 80	21	133
11:00	26	28	54	23:00	0	6	6	
11:15	28	31	59	23:15	0	1	1	
11:30	28	24	52	23:30	0	1	1	
11:45	19	101 26 109	45 210	23:45	0	0 8	0	8
TOTALS		490 450	940	TOTALS		713 765		1,478
SPLIT %		52.1% 47.9%	38.9%	SPLIT %		48.2% 51.8%		61.1%

DAILY TOTALS				IN	OUT			TOTAL
				1,203	1,215			2,418
AM	In	Out	Total	PM	In	Out	Total	
Peak of Site	11:00	10:30	11:00	Peak of Site	12:00	13:00	13:00	
Peak of Site Volume	101	110	210	Peak of Site Volume	85	86	168	
Peak Hour	8:00	8:00	8:00	Peak Hour	16:45	16:30	16:30	
Peak Hour Volume	78	70	148	Peak Hour Volume	69	66	130	

Dutch Bros Coffee Shop (Norco)

Weekday Average Daily Traffic Volumes

Day: Tuesday
Date: 5/20/25

City: Norco
Address: 3561 Hamner Avenue

DAILY TOTALS	IN	OUT		TOTAL
	1,318	1,324		2,642

AM	IN	OUT	TOTAL	PM	IN	OUT	TOTAL
0:00	0	0	0	12:00	24	30	54
0:15	0	0	0	12:15	30	34	64
0:30	0	0	0	12:30	27	25	52
0:45	0	0	0	12:45	27	108	135
1:00	0	0	0	13:00	31	23	54
1:15	0	0	0	13:15	20	29	49
1:30	0	0	0	13:30	26	24	50
1:45	0	0	0	13:45	21	98	119
2:00	0	0	0	14:00	21	17	38
2:15	0	0	0	14:15	19	26	45
2:30	0	0	0	14:30	25	22	47
2:45	0	0	0	14:45	24	89	113
3:00	0	0	0	15:00	22	19	41
3:15	0	0	0	15:15	22	21	43
3:30	0	0	0	15:30	22	17	39
3:45	0	0	0	15:45	22	88	110
4:00	0	0	0	16:00	22	26	48
4:15	0	0	0	16:15	21	25	46
4:30	1	0	1	16:30	23	17	40
4:45	2	3	5	16:45	22	88	110
5:00	13	7	20	17:00	15	24	39
5:15	5	7	12	17:15	12	19	31
5:30	5	6	11	17:30	19	22	41
5:45	5	28	33	17:45	26	72	98
6:00	6	5	11	18:00	16	8	24
6:15	11	11	22	18:15	22	23	45
6:30	9	11	20	18:30	18	18	36
6:45	14	40	54	18:45	17	73	90
7:00	14	18	32	19:00	13	24	37
7:15	20	12	32	19:15	11	14	25
7:30	16	20	36	19:30	7	17	24
7:45	19	69	88	19:45	13	44	57
8:00	20	23	43	20:00	13	17	30
8:15	26	24	50	20:15	13	12	25
8:30	15	29	44	20:30	12	16	28
8:45	29	90	119	20:45	14	52	66
9:00	23	21	44	21:00	13	15	28
9:15	32	25	57	21:15	10	15	25
9:30	21	23	44	21:30	16	16	32
9:45	15	91	106	21:45	11	50	61
10:00	22	19	41	22:00	10	9	19
10:15	29	19	48	22:15	6	8	14
10:30	26	24	50	22:30	7	7	14
10:45	33	110	143	22:45	7	30	37
11:00	26	23	49	23:00	0	3	3
11:15	24	21	45	23:15	0	0	0
11:30	19	30	49	23:30	0	0	0
11:45	26	95	121	23:45	0	3	3
TOTALS	526	493	1,019	TOTALS	792	831	1,623
SPLIT %	51.6%	48.4%	38.6%	SPLIT %	48.8%	51.2%	61.4%

DAILY TOTALS	IN	OUT		TOTAL
	1,318	1,324		2,642

AM	In	Out	Total	PM	In	Out	Total
Peak of Site	10:15	11:30	11:45	Peak of Site	12:15	12:00	12:00
Peak of Site Volume	114	117	219	Peak of Site Volume	115	116	224
Peak Hour	8:00	8:00	8:00	Peak Hour	16:00	17:00	16:00
Peak Hour Volume	90	96	186	Peak Hour Volume	88	82	168

Dutch Bros Coffee Shop (Eastvale)

Weekday Average Daily Traffic Volumes

Day: Tuesday
Date: 5/20/25

City: Eastvale
Address: 13322 Limonite Avenue

DAILY TOTALS				IN	OUT			TOTAL
				1,165	1,150			2,315
AM	IN	OUT	TOTAL	PM	IN	OUT	TOTAL	
0:00	0	0	0	12:00	17	27	44	
0:15	0	0	0	12:15	31	17	48	
0:30	0	0	0	12:30	25	19	44	
0:45	0	0	0	12:45	29	102 18 81	47	183
1:00	0	0	0	13:00	15	23	38	
1:15	0	0	0	13:15	19	25	44	
1:30	0	0	0	13:30	22	13	35	
1:45	0	0	0	13:45	19	75 26 87	45	162
2:00	0	0	0	14:00	22	24	46	
2:15	0	0	0	14:15	16	22	38	
2:30	0	0	0	14:30	34	26	60	
2:45	0	0	0	14:45	18	90 19 91	37	181
3:00	0	0	0	15:00	17	18	35	
3:15	0	0	0	15:15	25	25	50	
3:30	0	0	0	15:30	29	22	51	
3:45	0	0	0	15:45	18	89 23 88	41	177
4:00	0	0	0	16:00	17	26	43	
4:15	0	0	0	16:15	15	12	27	
4:30	1	1	2	16:30	18	22	40	
4:45	2	3 0 1	2 4	16:45	16	66 16 76	32	142
5:00	2	2	4	17:00	19	15	34	
5:15	4	3	7	17:15	18	21	39	
5:30	4	3	7	17:30	8	16	24	
5:45	7	17 5 13	12 30	17:45	19	64 10 62	29	126
6:00	10	7	17	18:00	12	21	33	
6:15	4	8	12	18:15	19	13	32	
6:30	7	7	14	18:30	14	13	27	
6:45	14	35 10 32	24 67	18:45	13	58 19 66	32	124
7:00	6	13	19	19:00	8	11	19	
7:15	15	11	26	19:15	13	11	24	
7:30	11	13	24	19:30	10	10	20	
7:45	12	44 12 49	24 93	19:45	12	43 12 44	24	87
8:00	18	14	32	20:00	12	12	24	
8:15	12	17	29	20:15	13	16	29	
8:30	29	20	49	20:30	13	12	25	
8:45	19	78 13 64	32 142	20:45	7	45 8 48	15	93
9:00	15	25	40	21:00	17	11	28	
9:15	34	18	52	21:15	11	9	20	
9:30	12	19	31	21:30	14	8	22	
9:45	21	82 26 88	47 170	21:45	12	54 12 40	24	94
10:00	26	21	47	22:00	10	12	22	
10:15	24	27	51	22:15	8	8	16	
10:30	30	20	50	22:30	8	5	13	
10:45	19	99 24 92	43 191	22:45	6	32 9 34	15	66
11:00	22	22	44	23:00	2	5	7	
11:15	19	17	36	23:15	0	0	0	
11:30	24	25	49	23:30	0	3	3	
11:45	22	87 22 86	44 173	23:45	0	2 0 8	0	10
TOTALS	445	425	870	TOTALS	720	725	1,445	
SPLIT %	51.1%	48.9%	37.6%	SPLIT %	49.8%	50.2%	62.4%	

DAILY TOTALS				IN	OUT			TOTAL
				1,165	1,150			2,315
AM	In	Out	Total	PM	In	Out	Total	
Peak of Site	9:45	9:45	9:45	Peak of Site	12:00	13:45	13:45	
Peak of Site Volume	101	94	195	Peak of Site Volume	102	98	189	
Peak Hour	8:00	8:00	8:00	Peak Hour	16:30	16:00	16:30	
Peak Hour Volume	78	64	142	Peak Hour Volume	71	76	145	

Dutch Bros Coffee Shop (San Bernardino) Weekday Average Daily Traffic Volumes

Day: Tuesday
Date: 5/20/25

City: San Bernardino
Address: 877 E Hospitality Lane

DAILY TOTALS				IN	OUT			TOTAL
				652	642			1,294
AM	IN	OUT	TOTAL	PM	IN	OUT	TOTAL	
0:00	0	0	0	12:00	11	11	22	
0:15	0	0	0	12:15	19	15	34	
0:30	0	0	0	12:30	11	10	21	
0:45	0	0	0	12:45	14	55 14 50	28	105
1:00	0	0	0	13:00	15	12	27	
1:15	0	0	0	13:15	14	10	24	
1:30	0	0	0	13:30	12	13	25	
1:45	0	0	0	13:45	14	55 15 50	29	105
2:00	0	0	0	14:00	11	15	26	
2:15	0	0	0	14:15	15	10	25	
2:30	0	0	0	14:30	12	16	28	
2:45	0	0	0	14:45	6	44 11 52	17	96
3:00	0	0	0	15:00	15	20	35	
3:15	0	0	0	15:15	9	13	22	
3:30	0	0	0	15:30	13	12	25	
3:45	0	0	0	15:45	18	55 14 59	32	114
4:00	0	0	0	16:00	11	10	21	
4:15	0	0	0	16:15	12	13	25	
4:30	3	0	3	16:30	8	8	16	
4:45	0	3	3	16:45	10	41 12 43	22	84
5:00	0	1	1	17:00	10	11	21	
5:15	3	2	5	17:15	9	17	26	
5:30	2	3	5	17:30	7	9	16	
5:45	4	9 1 7	5 16	17:45	9	35 8 45	17	80
6:00	1	2	3	18:00	7	6	13	
6:15	2	2	4	18:15	8	11	19	
6:30	5	3	8	18:30	16	10	26	
6:45	3	11 3 10	6 21	18:45	4	35 6 33	10	68
7:00	7	6	13	19:00	10	8	18	
7:15	5	6	11	19:15	1	9	10	
7:30	4	2	6	19:30	3	1	4	
7:45	6	22 3 17	9 39	19:45	4	18 6 24	10	42
8:00	11	8	19	20:00	7	3	10	
8:15	7	6	13	20:15	4	5	9	
8:30	7	4	11	20:30	2	6	8	
8:45	16	41 14 32	30 73	20:45	4	17 4 18	8	35
9:00	12	13	25	21:00	6	3	9	
9:15	16	11	27	21:15	3	4	7	
9:30	18	15	33	21:30	3	1	4	
9:45	18	64 17 56	35 120	21:45	6	18 7 15	13	33
10:00	6	8	14	22:00	4	5	9	
10:15	19	16	35	22:15	5	1	6	
10:30	17	12	29	22:30	4	2	6	
10:45	13	55 12 48	25 103	22:45	3	16 5 13	8	29
11:00	12	19	31	23:00	0	0	0	
11:15	14	15	29	23:15	0	1	1	
11:30	18	18	36	23:30	1	1	2	
11:45	13	57 16 68	29 125	23:45	0	1 0 2	0	3
TOTALS	262	238	500	TOTALS	390	404	794	
SPLIT %	52.4%	47.6%	38.6%	SPLIT %	49.1%	50.9%	61.4%	

DAILY TOTALS				IN	OUT			TOTAL
				652	642			1,294
AM	In	Out	Total	PM	In	Out	Total	
Peak of Site	9:00	11:00	11:00	Peak of Site	12:15	14:30	15:00	
Peak of Site Volume	64	68	125	Peak of Site Volume	59	60	114	
Peak Hour	8:00	8:00	8:00	Peak Hour	16:00	16:45	16:30	
Peak Hour Volume	41	32	73	Peak Hour Volume	41	49	85	

Dutch Bros Coffee Shop (4 Sites)

Saturday Average Daily Traffic Volumes

Day: Saturday
Date: 5/17/25

City: FV, Norco, Eastvale, San Berdo
Address: 4 Sites

DAILY TOTALS				IN	OUT			TOTAL
				920	916			1,836
AM	IN	OUT	TOTAL	PM	IN	OUT	TOTAL	
0:00	0	0	0	12:00	17	14	31	
0:15	0	0	0	12:15	16	17	33	
0:30	0	0	0	12:30	19	16	35	
0:45	0	0	0	12:45	19	19	38	136
1:00	0	0	0	13:00	15	15	32	
1:15	0	0	0	13:15	15	13	28	
1:30	0	0	0	13:30	15	17	33	
1:45	0	0	0	13:45	15	17	32	124
2:00	0	0	0	14:00	14	14	29	
2:15	0	0	0	14:15	13	14	27	
2:30	0	0	0	14:30	14	14	28	
2:45	0	0	0	14:45	13	15	28	111
3:00	0	0	0	15:00	14	12	26	
3:15	0	0	0	15:15	12	16	28	
3:30	0	0	0	15:30	12	12	24	
3:45	0	0	0	15:45	17	14	31	108
4:00	0	0	0	16:00	13	12	25	
4:15	0	0	0	16:15	15	15	30	
4:30	3	0	3	16:30	13	13	26	
4:45	1	0	1	16:45	12	12	24	104
5:00	5	5	10	17:00	14	14	29	
5:15	4	3	7	17:15	10	13	23	
5:30	6	6	12	17:30	11	10	21	
5:45	8	7	15	17:45	16	13	30	101
6:00	11	8	19	18:00	11	14	25	
6:15	13	13	26	18:15	11	10	21	
6:30	13	12	25	18:30	11	12	23	
6:45	11	10	22	18:45	10	13	22	91
7:00	16	14	30	19:00	13	12	24	
7:15	15	15	30	19:15	11	13	23	
7:30	13	13	26	19:30	8	9	17	
7:45	16	15	30	19:45	10	12	22	86
8:00	15	17	32	20:00	15	12	26	
8:15	17	13	30	20:15	14	12	26	
8:30	15	16	31	20:30	12	12	24	
8:45	17	16	32	20:45	13	16	29	105
9:00	18	15	33	21:00	13	12	24	
9:15	20	15	35	21:15	12	11	23	
9:30	19	20	39	21:30	9	13	22	
9:45	14	15	29	21:45	6	8	13	82
10:00	15	14	29	22:00	1	7	8	
10:15	15	15	30	22:15	0	1	1	
10:30	18	15	32	22:30	0	1	1	
10:45	15	17	32	22:45	0	2	2	12
11:00	22	17	38	23:00	0	1	1	
11:15	16	15	30	23:15	0	1	1	
11:30	18	20	38	23:30	0	0	0	
11:45	14	19	33	23:45	0	0	0	2
TOTALS		377	775	TOTALS		540	1,061	
SPLIT %		48.6%	42.2%	SPLIT %		50.9%	57.8%	

DAILY TOTALS				IN	OUT			TOTAL
				920	916			1,836

AM	In	Out	Total	PM	In	Out	Total
Peak of Site	8:45	11:00	8:45	Peak of Site	12:00	12:15	12:15
Peak of Site Volume	73	69	139	Peak of Site Volume	71	66	137
Peak Hour	8:00	8:00	8:00	Peak Hour	16:15	16:15	16:15
Peak Hour Volume	63	62	125	Peak Hour Volume	54	54	108
AM Peak Hour	63	62	125	PM Peak Hour	54	54	108

Dutch Bros Coffee Shop (Fountain Valley) Saturday Average Daily Traffic Volumes

Day: Saturday
Date: 5/17/25

City: Fountain Valley
Address: 9067 Warner Avenue

DAILY TOTALS				IN 961	OUT 952			TOTAL 1,913
AM	IN	OUT	TOTAL	PM	IN	OUT	TOTAL	
0:00	0	0	0	12:00	22	14	36	
0:15	0	0	0	12:15	17	14	31	
0:30	0	0	0	12:30	15	18	33	
0:45	0	0	0	12:45	25	79	21	67
1:00	0	0	0	13:00	15	20	35	
1:15	0	0	0	13:15	19	12	31	
1:30	0	0	0	13:30	11	21	32	
1:45	0	0	0	13:45	14	59	18	71
2:00	0	0	0	14:00	17	10	27	
2:15	0	0	0	14:15	15	11	26	
2:30	0	0	0	14:30	16	19	35	
2:45	0	0	0	14:45	10	58	10	50
3:00	0	0	0	15:00	9	9	18	
3:15	0	0	0	15:15	10	15	25	
3:30	0	0	0	15:30	9	9	18	
3:45	0	0	0	15:45	23	51	14	47
4:00	0	0	0	16:00	12	7	19	
4:15	0	0	0	16:15	16	14	30	
4:30	7	0	7	16:30	14	11	25	
4:45	0	7	0	16:45	12	54	17	49
5:00	3	8	11	17:00	11	15	26	
5:15	3	2	5	17:15	8	15	23	
5:30	5	4	9	17:30	13	15	28	
5:45	4	15	3	17:45	14	46	13	58
6:00	9	6	15	18:00	12	15	27	
6:15	16	11	27	18:15	7	14	21	
6:30	13	14	27	18:30	9	12	21	
6:45	16	54	12	18:45	6	34	12	53
7:00	13	13	26	19:00	13	10	23	
7:15	8	10	18	19:15	19	15	34	
7:30	10	11	21	19:30	4	7	11	
7:45	11	42	8	19:45	7	43	10	42
8:00	10	16	26	20:00	20	10	30	
8:15	15	9	24	20:15	19	18	37	
8:30	13	10	23	20:30	21	19	40	
8:45	24	62	16	20:45	14	74	22	69
9:00	21	17	38	21:00	16	13	29	
9:15	21	12	33	21:15	19	14	33	
9:30	25	21	46	21:30	8	20	28	
9:45	23	90	18	21:45	9	52	9	56
10:00	15	16	31	22:00	2	10	12	
10:15	18	14	32	22:15	0	0	0	
10:30	19	14	33	22:30	0	1	1	
10:45	14	66	25	22:45	0	2	1	12
11:00	18	20	38	23:00	0	2	2	
11:15	19	13	32	23:15	0	3	3	
11:30	24	24	48	23:30	0	0	0	
11:45	12	73	26	23:45	0	0	5	0
TOTALS	409	373	782	TOTALS	552	579	1,131	
SPLIT %	52.3%	47.7%	40.9%	SPLIT %	48.8%	51.2%	59.1%	

DAILY TOTALS				IN 961	OUT 952			TOTAL 1,913
AM	In	Out	Total	PM	In	Out	Total	
Peak of Site	8:45	11:00	9:00	Peak of Site	12:00	12:45	12:00	
Peak of Site Volume	91	83	158	Peak of Site Volume	79	74	146	
Peak Hour	8:00	8:00	8:00	Peak Hour	16:00	16:45	16:15	
Peak Hour Volume	62	51	113	Peak Hour Volume	54	62	110	

Dutch Bros Coffee Shop (Norco) Saturday Average Daily Traffic Volumes

Day: Saturday
Date: 5/17/25

City: Norco
Address: 3561 Hamner Avenue

DAILY TOTALS				IN	OUT			TOTAL
				1,082	1,080			2,162
AM	IN	OUT	TOTAL	PM	IN	OUT	TOTAL	
0:00	0	0	0	12:00	13	20	33	
0:15	0	0	0	12:15	20	21	41	
0:30	0	0	0	12:30	29	17	46	
0:45	0	0	0	12:45	19	81 23 81	42	162
1:00	0	0	0	13:00	23	15	38	
1:15	0	0	0	13:15	18	18	36	
1:30	0	0	0	13:30	12	15	27	
1:45	0	0	0	13:45	17	70 17 65	34	135
2:00	0	0	0	14:00	13	15	28	
2:15	0	0	0	14:15	17	19	36	
2:30	0	0	0	14:30	25	20	45	
2:45	0	0	0	14:45	13	68 17 71	30	139
3:00	0	0	0	15:00	20	17	37	
3:15	0	0	0	15:15	11	18	29	
3:30	0	0	0	15:30	14	13	27	
3:45	0	0	0	15:45	19	64 17 65	36	129
4:00	0	0	0	16:00	19	18	37	
4:15	0	0	0	16:15	19	16	35	
4:30	1	0	1	16:30	15	17	32	
4:45	1	2	1 2	16:45	7	60 8 59	15	119
5:00	7	6	13	17:00	15	14	29	
5:15	6	3	9	17:15	10	9	19	
5:30	6	9	15	17:30	12	9	21	
5:45	14	33 14 32	28 65	17:45	16	53 17 49	33	102
6:00	15	7	22	18:00	10	19	29	
6:15	9	20	29	18:15	14	10	24	
6:30	20	16	36	18:30	18	12	30	
6:45	11	55 12 55	23 110	18:45	17	59 15 56	32	115
7:00	18	13	31	19:00	18	18	36	
7:15	22	20	42	19:15	9	16	25	
7:30	15	17	32	19:30	9	11	20	
7:45	19	74 21 71	40 145	19:45	12	48 12 57	24	105
8:00	27	21	48	20:00	14	12	26	
8:15	18	15	33	20:15	24	11	35	
8:30	20	23	43	20:30	12	15	27	
8:45	13	78 17 76	30 154	20:45	21	71 27 65	48	136
9:00	23	17	40	21:00	15	16	31	
9:15	22	19	41	21:15	11	9	20	
9:30	17	20	37	21:30	10	18	28	
9:45	11	73 21 77	32 150	21:45	6	42 9 52	15	94
10:00	17	11	28	22:00	2	3	5	
10:15	9	12	21	22:15	0	1	1	
10:30	18	16	34	22:30	0	4	4	
10:45	18	62 19 58	37 120	22:45	1	3 1 9	2	12
11:00	29	17	46	23:00	0	0	0	
11:15	17	18	35	23:15	0	0	0	
11:30	24	28	52	23:30	0	0	0	
11:45	16	86 19 82	35 168	23:45	0	0	0	
TOTALS	463	451	914	TOTALS	619	629	1,248	
SPLIT %	50.7%	49.3%	42.3%	SPLIT %	49.6%	50.4%	57.7%	

DAILY TOTALS				IN	OUT			TOTAL
				1,082	1,080			2,162
AM	In	Out	Total	PM	In	Out	Total	
Peak of Site	10:45	11:30	10:45	Peak of Site	12:15	12:00	12:15	
Peak of Site Volume	88	88	170	Peak of Site Volume	91	81	167	
Peak Hour	7:45	7:45	7:45	Peak Hour	16:00	16:00	16:00	
Peak Hour Volume	84	80	164	Peak Hour Volume	60	59	119	

Dutch Bros Coffee Shop (Eastvale) Saturday Average Daily Traffic Volumes

Day: Saturday
Date: 5/17/25

City: Eastvale
Address: 13322 Limonite Avenue

DAILY TOTALS				IN 945	OUT 952			TOTAL 1,897
AM	IN	OUT	TOTAL	PM	IN	OUT	TOTAL	
0:00	0	0	0	12:00	17	16	33	
0:15	0	0	0	12:15	11	14	25	
0:30	0	0	0	12:30	20	13	33	
0:45	0	0	0	12:45	17	65 21	64 38	129
1:00	0	0	0	13:00	15	16	31	
1:15	0	0	0	13:15	15	12	27	
1:30	0	0	0	13:30	20	18	38	
1:45	0	0	0	13:45	21	71 18	64 39	135
2:00	0	0	0	14:00	9	14	23	
2:15	0	0	0	14:15	8	13	21	
2:30	0	0	0	14:30	11	11	22	
2:45	0	0	0	14:45	17	45 16	54 33	99
3:00	0	0	0	15:00	14	14	28	
3:15	0	0	0	15:15	12	16	28	
3:30	0	0	0	15:30	18	16	34	
3:45	0	0	0	15:45	18	62 17	63 35	125
4:00	0	0	0	16:00	17	14	31	
4:15	0	0	0	16:15	17	19	36	
4:30	0	0	0	16:30	12	16	28	
4:45	1	1 0	1 1	16:45	16	62 15	64 31	126
5:00	6	3	9	17:00	14	16	30	
5:15	4	5	9	17:15	13	19	32	
5:30	8	7	15	17:30	13	9	22	
5:45	6	24 6	21 12	17:45	16	56 15	59 31	115
6:00	12	10	22	18:00	12	12	24	
6:15	13	11	24	18:15	14	14	28	
6:30	6	9	15	18:30	10	13	23	
6:45	9	40 9	39 18	18:45	10	46 15	54 25	100
7:00	16	19	35	19:00	12	10	22	
7:15	13	9	22	19:15	10	8	18	
7:30	13	12	25	19:30	10	11	21	
7:45	21	63 17	57 38	19:45	13	45 14	43 27	88
8:00	12	16	28	20:00	19	19	38	
8:15	27	20	47	20:15	9	10	19	
8:30	11	19	30	20:30	11	9	20	
8:45	17	67 14	69 31	20:45	11	50 12	50 23	100
9:00	15	16	31	21:00	12	10	22	
9:15	20	16	36	21:15	13	12	25	
9:30	20	25	45	21:30	11	9	20	
9:45	13	68 9	66 22	21:45	6	42 8	39 14	81
10:00	18	17	35	22:00	1	12	13	
10:15	19	19	38	22:15	0	2	2	
10:30	17	15	32	22:30	0	0	0	
10:45	19	73 13	64 32	22:45	0	1 4	18 4	19
11:00	24	18	42	23:00	0	0	0	
11:15	15	17	32	23:15	0	0	0	
11:30	10	14	24	23:30	0	0	0	
11:45	15	64 15	64 30	23:45	0	0	0	
TOTALS	400	380	780	TOTALS	545	572	1,117	
SPLIT %	51.3%	48.7%	41.1%	SPLIT %	48.8%	51.2%	58.9%	

DAILY TOTALS				IN 945	OUT 952			TOTAL 1,897
AM	In	Out	Total	PM	In	Out	Total	
Peak of Site	10:15	7:45	10:15	Peak of Site	13:00	12:45	15:30	
Peak of Site Volume	79	72	144	Peak of Site Volume	71	67	136	
Peak Hour	7:30	7:45	7:45	Peak Hour	16:00	16:15	16:00	
Peak Hour Volume	73	72	143	Peak Hour Volume	62	66	126	

Dutch Bros Coffee Shop (San Bernardino) Saturday Average Daily Traffic Volumes

Day: Saturday
Date: 5/17/25

City: San Bernardino
Address: 877 E Hospitality Lane

DAILY TOTALS				IN	OUT			TOTAL
				692	680			1,372
AM	IN	OUT	TOTAL	PM	IN	OUT	TOTAL	
0:00	0	0	0	12:00	15	6	21	
0:15	0	0	0	12:15	15	18	33	
0:30	0	0	0	12:30	13	14	27	
0:45	0	0	0	12:45	16	59 9 47	25 106	
1:00	0	0	0	13:00	13	9	22	
1:15	0	0	0	13:15	8	10	18	
1:30	0	0	0	13:30	18	15	33	
1:45	0	0	0	13:45	9	48 15 49	24 97	
2:00	0	0	0	14:00	18	18	36	
2:15	0	0	0	14:15	10	13	23	
2:30	0	0	0	14:30	3	7	10	
2:45	0	0	0	14:45	11	42 16 54	27 96	
3:00	0	0	0	15:00	13	8	21	
3:15	0	0	0	15:15	16	13	29	
3:30	0	0	0	15:30	6	9	15	
3:45	0	0	0	15:45	8	43 8 38	16 81	
4:00	1	0	1	16:00	3	9	12	
4:15	0	0	0	16:15	9	9	18	
4:30	2	0	2	16:30	9	8	17	
4:45	1	4	5	16:45	11	32 9 35	20 67	
5:00	2	3	5	17:00	17	12	29	
5:15	3	2	5	17:15	7	9	16	
5:30	5	4	9	17:30	6	6	12	
5:45	6	16 5 14	11 30	17:45	19	49 8 35	27 84	
6:00	9	7	16	18:00	11	9	20	
6:15	12	11	23	18:15	9	2	11	
6:30	14	9	23	18:30	7	9	16	
6:45	9	44 8 35	17 79	18:45	6	33 8 28	14 61	
7:00	15	11	26	19:00	8	8	16	
7:15	18	21	39	19:15	4	11	15	
7:30	14	12	26	19:30	8	7	15	
7:45	12	59 12 56	24 115	19:45	7	27 13 39	20 66	
8:00	12	14	26	20:00	6	5	11	
8:15	7	7	14	20:15	3	9	12	
8:30	14	13	27	20:30	3	5	8	
8:45	12	45 16 50	28 95	20:45	6	18 4 23	10 41	
9:00	13	10	23	21:00	7	7	14	
9:15	15	14	29	21:15	4	10	14	
9:30	14	14	28	21:30	5	5	10	
9:45	9	51 12 50	21 101	21:45	2	18 4 26	6 44	
10:00	10	10	20	22:00	0	1	1	
10:15	15	14	29	22:15	0	0	0	
10:30	17	13	30	22:30	0	0	0	
10:45	9	51 12 49	21 100	22:45	0	0 1	0 1	
11:00	16	11	27	23:00	0	3	3	
11:15	11	10	21	23:15	0	0	0	
11:30	14	12	26	23:30	0	0	0	
11:45	12	53 15 48	27 101	23:45	0	0 3	0 3	
TOTALS	323	302	625	TOTALS	369	378	747	
SPLIT %	51.7%	48.3%	45.6%	SPLIT %	49.4%	50.6%	54.4%	

DAILY TOTALS				IN	OUT			TOTAL
				692	680			1,372
AM	In	Out	Total	PM	In	Out	Total	
Peak of Site	7:00	7:15	7:00	Peak of Site	12:00	13:30	13:30	
Peak of Site Volume	59	59	115	Peak of Site Volume	59	61	116	
Peak Hour	7:00	7:15	7:00	Peak Hour	17:00	16:15	16:15	
Peak Hour Volume	59	59	115	Peak Hour Volume	49	38	84	

DRIVE THRU SURVEY

LOCATION: Dutch Bros, 9067 Warner Ave
CITY: Fountain Valley

DATE: 5/20/2025
DAY: Tuesday

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance Overflow	TOTAL
6:00	0	0	0	0
6:05	1	0	0	1
6:10	3	0	0	3
6:15	1	0	0	1
6:20	1	3	0	4
6:25	2	4	0	6
6:30	4	2	0	6
6:35	4	1	0	5
6:40	1	0	0	1
6:45	3	0	0	3
6:50	1	3	0	4
6:55	1	2	0	3
7:00	2	2	0	4
7:05	3	1	0	4
7:10	4	3	0	7
7:15	2	4	0	6
7:20	3	2	0	5
7:25	7	1	0	8
7:30	2	0	0	2
7:35	0	1	0	1
7:40	1	2	0	3
7:45	1	1	0	2
7:50	1	2	0	3
7:55	1	0	0	1
8:00	4	2	0	6
8:05	3	3	0	6
8:10	1	0	0	1
8:15	0	0	0	0
8:20	1	0	0	1
8:25	1	2	0	3
8:30	1	3	0	4
8:35	1	4	0	5
8:40	2	6	0	8
8:45	2	3	0	5
8:50	4	3	0	7
8:55	4	1	0	5
9:00	3	2	0	5

Average Time per Customer (mm:ss)
3:21
4:40
4:46
8:50
4:14
4:05
9:12
10:27
3:28
2:24
3:22
6:09
5:49
8:36
10:23
6:34
7:20
10:42
6:24
4:31
3:17
6:23
3:15
6:16
7:05
5:17
3:47
2:48
4:59
4:07
6:41
8:25
6:16
6:15
4:57
7:09
8:12

MAX QUEUE: 8
AVERAGE QUEUE: 3.8

AVERAGE: 5:57

DRIVE THRU SURVEY

LOCATION: Dutch Bros, 9067 Warner Ave
CITY: Fountain Valley

DATE: 5/20/2025
DAY: Tuesday

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance Overflow	TOTAL
15:00	7	3	0	10
15:05	9	1	0	10
15:10	7	5	0	12
15:15	11	1	0	12
15:20	11	0	0	11
15:25	10	5	0	15
15:30	12	2	0	14
15:35	12	0	0	12
15:40	8	3	0	11
15:45	8	4	0	12
15:50	9	4	0	13
15:55	8	3	0	11
16:00	9	5	0	14
16:05	11	4	0	15
16:10	10	5	0	15
16:15	14	4	0	18
16:20	13	3	0	16
16:25	9	3	0	12
16:30	9	5	0	14
16:35	15	2	0	17
16:40	16	3	0	19
16:45	14	2	0	16
16:50	16	3	0	19
16:55	14	7	0	21
17:00	21	2	0	23
17:05	21	3	0	24
17:10	24	4	0	28
17:15	22	3	0	25
17:20	26	2	0	28
17:25	25	4	0	29
17:30	20	2	0	22
17:35	12	0	0	12
17:40	10	1	0	11
17:45	8	3	0	11
17:50	5	1	0	6
17:55	4	2	0	6
18:00	3	4	0	7

Average Time per Customer (mm:ss)
14:39
15:03
15:56
16:15
18:36
16:31
17:35
15:37
18:43
21:00
11:51
12:16
10:04
16:42
16:01
17:31
19:49
15:26
16:59
21:34
24:30
19:49
22:50
30:15
28:36
30:41
32:32
32:29
37:33
39:56
37:02
29:15
22:41
24:11
8:59
8:08
7:13

MAX QUEUE: 29
AVERAGE QUEUE: 15.4

AVERAGE: 16:51

DRIVE THRU SURVEY

LOCATION: Dutch Bros, 9067 Warner Ave
CITY: Fountain Valley

DATE: 5/17/2025
DAY: Saturday

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance Overflow	TOTAL
10:00	16	4	0	20
10:05	14	4	0	18
10:10	16	2	0	18
10:15	17	2	0	19
10:20	17	9	0	26
10:25	15	9	0	24
10:30	17	11	0	28
10:35	18	13	0	31
10:40	17	12	0	29
10:45	16	12	0	28
10:50	17	10	0	27
10:55	18	9	0	27
11:00	15	8	0	23
11:05	16	7	0	23
11:10	18	5	0	23
11:15	18	14	0	32
11:20	16	13	0	29
11:25	18	12	0	30
11:30	18	10	0	28
11:35	18	11	0	29
11:40	17	8	0	25
11:45	16	12	0	28
11:50	17	10	0	27
11:55	17	11	0	28
12:00	18	13	0	31
12:05	17	14	0	31
12:10	17	12	0	29
12:15	16	12	0	28
12:20	16	9	0	25
12:25	15	6	0	21
12:30	16	3	0	19
12:35	16	4	0	20
12:40	16	7	0	23
12:45	15	4	0	19
12:50	16	2	0	18
12:55	15	3	0	18
13:00	15	3	0	18
13:05	15	3	0	18
13:10	12	2	0	14
13:15	12	0	0	12
13:20	8	0	0	8
13:25	8	0	0	8
13:30	8	0	0	8
13:35	8	0	0	8
13:40	9	0	0	9
13:45	11	0	0	11
13:50	10	0	0	10
13:55	9	0	0	9
14:00	13	0	0	13

Average Time per Customer (mm:ss)
15:35
13:34
14:04
17:56
28:24
20:33
21:23
18:48
21:43
23:06
26:02
28:55
27:16
28:15
30:49
30:03
27:31
31:41
20:41
24:20
21:02
21:21
18:37
20:00
21:33
21:19
24:01
26:52
23:13
21:49
19:54
14:52
16:04
14:19
16:05
16:10
13:04
15:35
13:33
12:10
12:06
08:26
10:05
2:40
6:41
8:52
8:19
9:25
7:29

MAX QUEUE: 32
AVERAGE QUEUE: 21.4

AVERAGE: 18:31

DRIVE THRU SURVEY

LOCATION: Dutch Bros, 9067 Warner Ave
CITY: Fountain Valley

DATE: Multiple
DAY: Multiple

Site Averages

Day / Time	Max Queue	Average Queue	Average Time per Customer (mm:ss)
Weekday AM	8	3.8	5:57
Weekday PM	29	15.4	16:51
Saturday Midday	32	21.4	18:31
SITE AVERAGES	23	13.5	13:46

DRIVE THRU SURVEY

LOCATION: Dutch Bros, 3561 Hamner Ave
CITY: Norco, CA

DATE: 5/20/2025
DAY: Tuesday

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance Overflow	TOTAL
6:00	4	0	0	4
6:05	5	2	0	7
6:10	5	3	0	8
6:15	9	0	0	9
6:20	3	2	0	5
6:25	2	2	0	4
6:30	2	2	0	4
6:35	3	8	0	11
6:40	3	5	0	8
6:45	4	1	0	5
6:50	3	3	0	6
6:55	4	3	0	7
7:00	4	1	0	5
7:05	3	2	0	5
7:10	4	1	0	5
7:15	3	10	0	13
7:20	3	7	0	10
7:25	8	3	0	11
7:30	7	5	0	12
7:35	12	1	0	13
7:40	12	0	0	12
7:45	9	0	0	9
7:50	7	0	0	7
7:55	6	2	0	8
8:00	7	1	0	8
8:05	9	0	0	9
8:10	4	1	0	5
8:15	3	2	0	5
8:20	4	1	0	5
8:25	2	0	0	2
8:30	3	2	0	5
8:35	3	8	0	11
8:40	9	7	0	16
8:45	8	5	0	13
8:50	8	2	0	10
8:55	10	1	0	11
9:00	9	2	0	11

Average Time per Customer (mm:ss)
12:15
14:25
10:28
10:59
9:42
5:23
7:51
4:26
8:09
10:48
16:17
7:50
7:59
6:07
6:24
8:15
9:52
10:13
17:34
16:45
18:14
14:16
19:41
7:50
9:53
9:33
6:51
7:46
8:58
7:11
4:30
6:52
10:04
10:14
12:36
17:30
7:31

MAX QUEUE: 16
AVERAGE QUEUE: 8.1

AVERAGE: 10:18

DRIVE THRU SURVEY

LOCATION: Dutch Bros, 3561 Hamner Ave
CITY: Norco, CA

DATE: 5/20/2025
DAY: Tuesday

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance Overflow	TOTAL
15:00	17	1	0	18
15:05	14	3	0	17
15:10	16	5	0	21
15:15	13	6	0	19
15:20	14	1	0	15
15:25	11	2	0	13
15:30	12	1	0	13
15:35	12	2	0	14
15:40	11	0	0	11
15:45	10	0	0	10
15:50	8	5	0	13
15:55	13	6	0	19
16:00	14	2	0	16
16:05	14	0	0	14
16:10	8	2	0	10
16:15	12	2	0	14
16:20	12	1	0	13
16:25	13	4	0	17
16:30	6	7	0	13
16:35	9	3	0	12
16:40	13	2	0	15
16:45	11	0	0	11
16:50	7	0	0	7
16:55	5	3	0	8
17:00	2	2	0	4
17:05	3	0	0	3
17:10	1	1	0	2
17:15	2	3	0	5
17:20	0	0	0	0
17:25	1	0	0	1
17:30	1	0	0	1
17:35	0	0	0	0
17:40	1	1	0	2
17:45	3	0	0	3
17:50	5	3	0	8
17:55	4	2	0	6
18:00	3	0	0	3

Average Time per Customer (mm:ss)
20:19
22:15
27:05
21:54
30:48
21:00
24:51
25:05
21:18
22:00
22:06
22:03
14:11
14:59
15:57
15:12
16:12
14:55
12:02
14:08
14:02
11:18
11:59
11:07
8:18
4:31
3:46
3:53
2:57
4:07
2:49
3:12
2:52
5:20
6:27
8:28
12:32

MAX QUEUE: 21
AVERAGE QUEUE: 10.0

AVERAGE: 21:22

DRIVE THRU SURVEY

LOCATION: Dutch Bros, 3561 Hamner Ave
CITY: Norco, CA

DATE: 5/17/2025
DAY: Saturday

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance Overflow	TOTAL
10:00	5	3	0	8
10:05	6	7	0	13
10:10	13	6	0	19
10:15	14	3	3	20
10:20	17	3	7	27
10:25	12	6	2	20
10:30	14	4	2	20
10:35	15	5	1	21
10:40	19	2	4	25
10:45	17	3	4	24
10:50	15	5	4	24
10:55	18	3	1	22
11:00	14	1	0	15
11:05	13	2	0	15
11:10	16	3	1	20
11:15	15	4	3	22
11:20	18	0	0	18
11:25	14	1	1	16
11:30	16	5	1	22
11:35	11	2	1	14
11:40	11	3	0	14
11:45	12	0	0	12
11:50	12	4	0	16
11:55	14	6	0	20
12:00	15	4	0	19
12:05	15	2	2	19
12:10	15	4	2	21
12:15	12	3	1	16
12:20	13	3	1	17
12:25	10	4	0	14
12:30	14	3	1	18
12:35	12	9	0	21
12:40	13	4	0	17
12:45	14	5	0	19
12:50	16	6	2	24
12:55	12	4	0	16
13:00	15	3	2	20
13:05	16	2	0	18
13:10	16	3	1	20
13:15	13	2	0	15
13:20	11	4	0	15
13:25	9	5	4	18
13:30	14	3	0	17
13:35	11	4	0	15
13:40	10	6	0	16
13:45	15	3	0	18
13:50	13	4	0	17
13:55	12	1	0	13
14:00	5	2	0	7

Average Time per Customer (mm:ss)
13:11
11:21
12:23
11:08
13:05
12:28
11:29
13:37
14:55
17:19
14:51
17:44
13:25
12:19
13:05
11:15
12:41
16:31
15:35
10:32
13:37
10:57
11:33
16:34
13:31
12:55
15:02
12:12
11:03
12:13
10:51
10:32
11:18
15:26
17:27
16:27
16:38
14:09
11:13
11:52
12:17
11:46
8:44
10:45
12:22
14:56
13:25
11:40
7:41

MAX QUEUE: 27
AVERAGE QUEUE: 17.9

AVERAGE: 13:01

DRIVE THRU SURVEY

LOCATION: Dutch Bros, 3561 Hamner Ave
CITY: Norco, CA

DATE: Multiple
DAY: Multiple

Site Averages

Day / Time	Max Queue	Average Queue	Average Time per Customer (mm:ss)
Weekday AM	16	8.1	10:18
Weekday PM	21	10.0	21:22
Saturday Midday	27	17.9	13:01
SITE AVERAGES	21.3	12.0	14:53

DRIVE THRU SURVEY

LOCATION: Dutch Bros, 13322 Limonite Ave
CITY: Eastvale, CA

DATE: 5/20/2025
DAY: Tuesday

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance Overflow	TOTAL
6:00	3	0	0	3
6:05	3	0	0	3
6:10	1	0	0	1
6:15	4	0	0	4
6:20	6	0	0	6
6:25	5	0	0	5
6:30	6	0	0	6
6:35	6	0	0	6
6:40	5	0	0	5
6:45	4	0	0	4
6:50	4	0	0	4
6:55	4	0	0	4
7:00	4	0	0	4
7:05	4	0	0	4
7:10	4	0	0	4
7:15	3	0	0	3
7:20	4	0	0	4
7:25	2	0	0	2
7:30	4	0	0	4
7:35	4	0	0	4
7:40	5	0	0	5
7:45	3	0	0	3
7:50	5	0	0	5
7:55	8	0	0	8
8:00	6	0	0	6
8:05	11	0	0	11
8:10	9	2	0	11
8:15	7	0	0	7
8:20	8	0	0	8
8:25	9	4	0	13
8:30	11	5	0	16
8:35	11	4	0	15
8:40	11	1	0	12
8:45	9	0	0	9
8:50	8	0	0	8
8:55	4	0	0	4
9:00	5	0	0	5

Average Time per Customer (mm:ss)
3:05
8:41
10:30
9:54
7:20
9:46
5:20
8:55
12:51
5:59
6:54
8:16
7:16
7:34
6:40
9:08
5:53
2:51
5:39
4:19
5:28
6:45
5:00
6:38
8:17
17:34
11:58
8:09
10:05
7:11
11:50
13:58
14:50
19:38
10:53
3:22
6:00

MAX QUEUE: 16
AVERAGE QUEUE: 6.1

AVERAGE: 8:29

DRIVE THRU SURVEY

LOCATION: Dutch Bros, 13322 Limonite Ave
CITY: Eastvale, CA

DATE: 5/20/2025
DAY: Tuesday

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance Overflow	TOTAL
15:00	4	0	0	4
15:05	4	0	0	4
15:10	4	0	0	4
15:15	6	0	0	6
15:20	1	0	0	1
15:25	5	0	0	5
15:30	3	0	0	3
15:35	4	0	0	4
15:40	5	0	0	5
15:45	4	0	0	4
15:50	4	0	0	4
15:55	4	0	0	4
16:00	4	0	0	4
16:05	9	0	0	9
16:10	10	0	0	10
16:15	7	0	0	7
16:20	10	1	0	11
16:25	7	0	0	7
16:30	8	0	0	8
16:35	7	0	0	7
16:40	7	0	0	7
16:45	5	0	0	5
16:50	9	2	0	11
16:55	13	0	0	13
17:00	8	0	0	8
17:05	11	0	0	11
17:10	12	0	0	12
17:15	10	0	0	10
17:20	2	0	0	2
17:25	3	0	0	3
17:30	2	0	0	2
17:35	4	0	0	4
17:40	4	0	0	4
17:45	6	0	0	6
17:50	5	0	0	5
17:55	5	0	0	5
18:00	6	0	0	6

Average Time per Customer (mm:ss)
8:21
12:35
6:10
6:08
4:25
5:05
4:03
4:40
7:33
4:46
7:49
5:09
5:23
7:05
7:59
11:53
10:45
8:40
10:14
9:39
13:20
8:09
9:06
9:37
11:06
12:11
16:26
19:52
3:17
3:46
3:16
5:36
5:30
6:02
4:20
6:06
7:53

MAX QUEUE: 13
AVERAGE QUEUE: 6.1

AVERAGE: 7:56

DRIVE THRU SURVEY

LOCATION: Dutch Bros, 13322 Limonite Ave
CITY: Eastvale, CA

DATE: 5/17/2025
DAY: Saturday

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance Overflow	TOTAL
10:00	9	3	0	12
10:05	9	1	0	10
10:10	7	3	0	10
10:15	8	2	0	10
10:20	9	3	0	12
10:25	11	4	0	15
10:30	8	4	0	12
10:35	10	4	0	14
10:40	10	4	0	14
10:45	11	6	0	17
10:50	10	5	0	15
10:55	10	5	0	15
11:00	9	1	0	10
11:05	9	0	0	9
11:10	11	2	0	13
11:15	12	1	0	13
11:20	9	0	0	9
11:25	7	0	0	7
11:30	7	0	0	7
11:35	11	2	0	13
11:40	10	0	0	10
11:45	6	0	0	6
11:50	7	0	0	7
11:55	11	0	0	11
12:00	7	0	0	7
12:05	3	0	0	3
12:10	5	0	0	5
12:15	2	0	0	2
12:20	4	0	0	4
12:25	11	6	0	17
12:30	11	6	0	17
12:35	12	2	0	14
12:40	11	0	0	11
12:45	12	3	0	15
12:50	10	0	0	10
12:55	9	4	0	13
13:00	10	7	0	17
13:05	12	6	0	18
13:10	12	4	0	16
13:15	11	0	0	11
13:20	4	0	0	4
13:25	3	0	0	3
13:30	10	1	0	11
13:35	10	0	0	10
13:40	11	1	0	12
13:45	11	5	0	16
13:50	10	1	0	11
13:55	9	1	0	10
14:00	8	0	0	8

Average Time per Customer (mm:ss)
10:04
10:28
11:19
8:21
10:01
9:57
9:40
12:46
9:06
12:43
13:07
13:34
13:26
9:16
8:36
10:37
12:11
8:37
5:33
6:00
9:39
10:54
2:53
7:08
9:35
4:43
5:12
4:44
6:33
5:57
9:46
15:10
11:30
14:19
9:51
11:53
7:38
9:55
15:53
15:02
11:54
4:02
5:13
10:42
13:43
15:47
8:18
10:54
9:35

MAX QUEUE: 18
AVERAGE QUEUE: 10.9

AVERAGE: 9:52

DRIVE THRU SURVEY

LOCATION: Dutch Bros, 13322 Limonite Ave
CITY: Eastvale, CA

DATE: Multiple
DAY: Multiple

Site Averages

Day / Time	Max Queue	Average Queue	Average Time per Customer (mm:ss)
Weekday AM	16	6.1	8:29
Weekday PM	13	6.1	7:56
Saturday Midday	18	10.9	9:52
SITE AVERAGES	15.7	7.7	8:46

DRIVE THRU SURVEY

LOCATION: Dutch Bros, 877 E Hospitality Lane
CITY: San Bernardino, CA

DATE: 5/20/2025
DAY: Tuesday

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance Overflow	TOTAL
6:00	1	0	0	1
6:05	1	0	0	1
6:10	2	0	0	2
6:15	2	1	0	3
6:20	2	2	0	4
6:25	2	0	0	2
6:30	0	0	0	0
6:35	1	3	0	4
6:40	2	3	0	5
6:45	4	2	0	6
6:50	5	1	0	6
6:55	7	0	0	7
7:00	4	0	0	4
7:05	2	0	0	2
7:10	4	0	0	4
7:15	2	2	0	4
7:20	2	1	0	3
7:25	2	3	0	5
7:30	3	0	0	3
7:35	2	1	0	3
7:40	2	0	0	2
7:45	3	2	0	5
7:50	0	2	0	2
7:55	2	1	0	3
8:00	0	4	0	4
8:05	3	0	0	3
8:10	0	3	0	3
8:15	1	1	0	2
8:20	0	2	0	2
8:25	0	1	0	1
8:30	0	2	0	2
8:35	2	1	0	3
8:40	2	0	0	2
8:45	2	1	0	3
8:50	1	3	0	4
8:55	3	0	0	3
9:00	0	2	0	2

Average Time per Customer (mm:ss)
5:55
5:40
3:16
4:30
7:49
7:43
4:01
6:01
6:41
11:46
15:14
19:04
15:01
2:51
2:57
2:55
7:34
5:20
1:25
4:38
3:48
2:29
7:04
4:43
4:13
7:19
3:45
3:23
4:10
4:53
5:04
6:09
5:18
4:09
3:16
6:20
1:57

MAX QUEUE: 7
AVERAGE QUEUE: 3.1

AVERAGE: 5:54

DRIVE THRU SURVEY

LOCATION: Dutch Bros, 877 E Hospitality Lane
CITY: San Bernardino, CA

DATE: 5/20/2025
DAY: Tuesday

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance Overflow	TOTAL
15:00	5	0	0	5
15:05	2	2	0	4
15:10	2	3	0	5
15:15	2	5	0	7
15:20	2	6	0	8
15:25	5	3	0	8
15:30	4	3	0	7
15:35	5	0	0	5
15:40	2	0	0	2
15:45	1	0	0	1
15:50	1	2	0	3
15:55	1	1	0	2
16:00	1	0	0	1
16:05	1	0	0	1
16:10	0	1	0	1
16:15	0	0	0	0
16:20	4	1	0	5
16:25	2	0	0	2
16:30	0	0	0	0
16:35	2	0	0	2
16:40	2	0	0	2
16:45	3	0	0	3
16:50	1	0	0	1
16:55	1	1	0	2
17:00	1	1	0	2
17:05	3	3	0	6
17:10	2	5	0	7
17:15	2	6	0	8
17:20	3	3	0	6
17:25	2	6	0	8
17:30	2	3	0	5
17:35	5	0	0	5
17:40	2	0	0	2
17:45	0	2	0	2
17:50	1	2	0	3
17:55	1	6	0	7
18:00	4	5	0	9

Average Time per Customer (mm:ss)
9:27
6:37
5:23
9:04
10:01
13:04
12:43
7:57
3:48
3:43
3:39
2:27
3:29
5:37
3:14
4:35
3:36
5:43
2:10
6:47
7:53
5:08
3:27
2:48
3:46
4:32
6:13
8:43
14:04
15:50
18:11
15:04
17:41
5:46
5:27
6:14
15:22

MAX QUEUE: 9
AVERAGE QUEUE: 4.0

AVERAGE: 7:32

DRIVE THRU SURVEY

LOCATION: Dutch Bros, 877 E Hospitality Lane
CITY: San Bernardino, CA

DATE: 5/17/2025
DAY: Saturday

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance Overflow	TOTAL
10:00	6	4	0	10
10:05	6	2	0	8
10:10	2	5	0	7
10:15	4	1	0	5
10:20	3	4	0	7
10:25	4	3	0	7
10:30	6	2	0	8
10:35	2	4	0	6
10:40	3	3	0	6
10:45	3	3	0	6
10:50	6	0	0	6
10:55	5	1	0	6
11:00	3	0	0	3
11:05	2	2	0	4
11:10	2	3	0	5
11:15	3	2	0	5
11:20	3	0	0	3
11:25	1	0	0	1
11:30	3	1	0	4
11:35	0	2	0	2
11:40	1	2	0	3
11:45	2	6	0	8
11:50	4	1	0	5
11:55	2	4	0	6
12:00	4	1	0	5
12:05	3	2	0	5
12:10	3	3	0	6
12:15	2	1	0	3
12:20	2	2	0	4
12:25	4	5	0	9
12:30	2	8	0	10
12:35	2	7	0	9
12:40	3	8	0	11
12:45	2	9	0	11
12:50	2	4	0	6
12:55	3	2	0	5
13:00	1	2	0	3
13:05	2	2	0	4
13:10	4	3	0	7
13:15	5	3	0	8
13:20	2	2	0	4
13:25	3	3	0	6
13:30	4	2	0	6
13:35	7	1	0	8
13:40	5	3	0	8
13:45	5	2	0	7
13:50	5	2	0	7
13:55	4	2	0	6
14:00	4	4	0	8

Average Time per Customer (mm:ss)
12:58
14:51
13:37
16:10
5:10
9:26
11:53
8:05
10:27
7:44
12:16
13:26
8:32
8:12
8:24
7:44
6:57
3:04
4:10
3:29
3:56
7:56
9:01
13:31
6:38
7:54
10:10
8:13
7:08
6:40
8:41
10:53
13:47
14:19
11:24
12:42
5:37
5:09
4:43
6:34
5:13
7:09
10:12
11:29
7:14
8:09
11:55
9:20
10:04

MAX QUEUE: 11
AVERAGE QUEUE: 6.1

AVERAGE: 9:01

DRIVE THRU SURVEY

LOCATION: Dutch Bros, 877 E Hospitality Lane
CITY: San Bernardino, CA

DATE: Multiple
DAY: Multiple

Site Averages

Day / Time	Max Queue	Average Queue	Average Time per Customer (mm:ss)
Weekday AM	7	3.1	5:54
Weekday PM	9	4.0	7:32
Saturday Midday	11	6.1	9:01
SITE AVERAGES	9	4.4	7:29

DRIVE THRU SURVEY

Site Averages

LOCATION: Dutch Bros, 9067 Warner Ave
CITY: Fountain Valley

Day / Time	Max Queue	Average Queue	Average Time per Customer (mm:ss)
Weekday AM	8	3.8	5:57
Weekday PM	29	15.4	16:51
Saturday Midday	32	21.4	18:31
SITE AVERAGES	23.0	13.5	13:46

LOCATION: Dutch Bros, 3561 Hamner Ave
CITY: Norco, CA

Day / Time	Max Queue	Average Queue	Average Time per Customer (mm:ss)
Weekday AM	16	8.1	10:18
Weekday PM	21	10.0	21:22
Saturday Midday	27	17.9	13:01
SITE AVERAGES	21.3	12.0	14:53

LOCATION: Dutch Bros, 13322 Limonite Ave
CITY: Eastvale, CA

Day / Time	Max Queue	Average Queue	Average Time per Customer (mm:ss)
Weekday AM	16	6.1	8:29
Weekday PM	13	6.1	7:56
Saturday Midday	18	10.9	9:52
SITE AVERAGES	15.7	7.7	8:46

LOCATION: Dutch Bros, 877 E Hospitality Lane
CITY: San Bernardino, CA

Day / Time	Max Queue	Average Queue	Average Time per Customer (mm:ss)
Weekday AM	7	3.1	5:54
Weekday PM	9	4.0	7:32
Saturday Midday	11	6.1	9:01
SITE AVERAGES	9.0	4.4	7:29

4-SITE AVERAGE

Day / Time	Max Queue	Average Queue	Average Time per Customer (mm:ss)
Weekday AM	11.8	5.3	7:39
Weekday PM	18.0	8.9	13:25
Saturday Midday	22.0	14.1	12:36
4-SITE AVERAGE	17.25	9.4	11:14

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Corona, CA 92878
(951) 268-6268

City of National City
N/S: Prospect Street
E/W: Sweetwater Road
Weather: Clear

File Name : 01_NLC_Pro_Sw AM
Site Code : 00325619
Start Date : 5/28/2025
Page No : 1

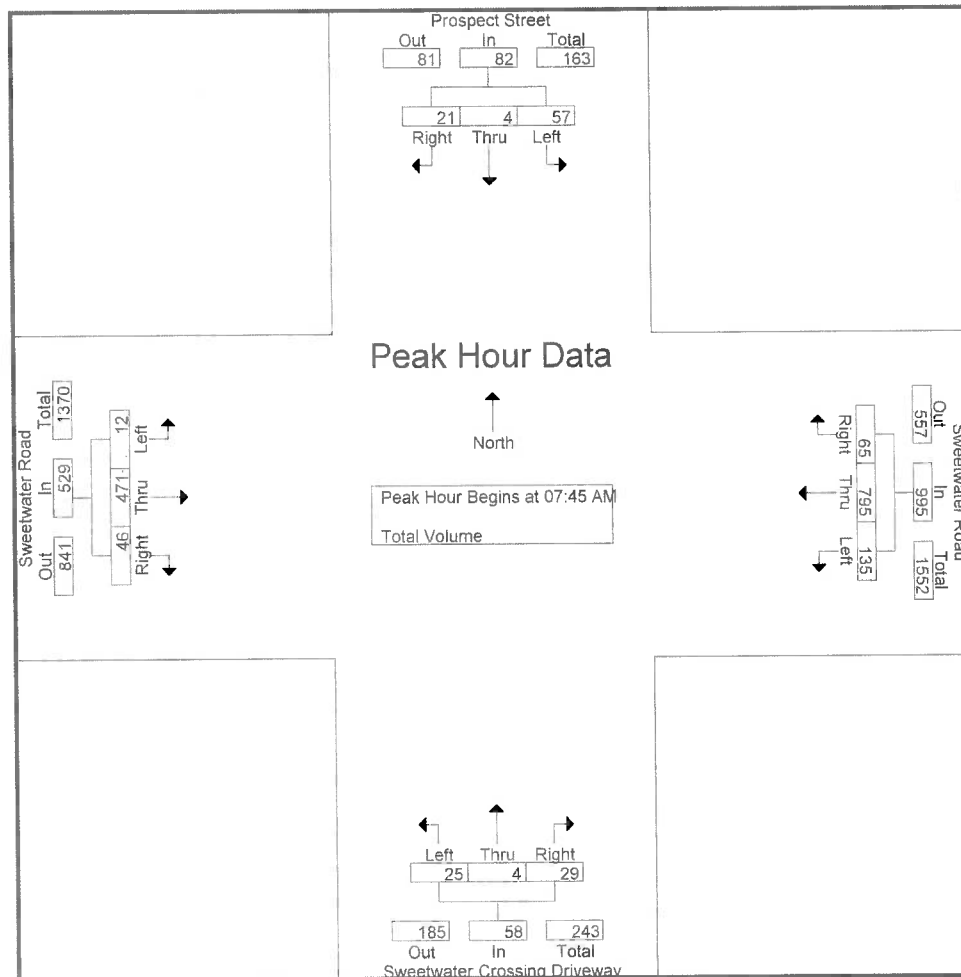
Groups Printed- Total Volume

	Prospect Street Southbound				Sweetwater Road Westbound				Sweetwater Crossing Driveway Northbound				Sweetwater Road Eastbound				
Start Time	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Int. Total
07:00 AM	9	2	2	13	16	107	10	133	10	0	6	16	0	65	3	68	230
07:15 AM	15	0	4	19	17	177	4	198	11	0	7	18	0	75	9	84	319
07:30 AM	11	0	5	16	16	159	14	189	8	0	7	15	2	94	9	105	325
07:45 AM	12	2	3	17	24	201	12	237	7	0	4	11	0	103	5	108	373
Total	47	4	14	65	73	644	40	757	36	0	24	60	2	337	26	365	1247
08:00 AM	10	0	9	19	31	182	15	228	5	0	4	9	5	121	14	140	396
08:15 AM	22	1	5	28	38	258	16	312	5	1	11	17	5	124	16	145	502
08:30 AM	13	1	4	18	42	154	22	218	8	3	10	21	2	123	11	136	393
08:45 AM	15	1	2	18	37	151	22	210	3	2	13	18	0	118	7	125	371
Total	60	3	20	83	148	745	75	968	21	6	38	65	12	486	48	546	1662
Grand Total	107	7	34	148	221	1389	115	1725	57	6	62	125	14	823	74	911	2909
Apprch %	72.3	4.7	23		12.8	80.5	6.7		45.6	4.8	49.6		1.5	90.3	8.1		
Total %	3.7	0.2	1.2	5.1	7.6	47.7	4	59.3	2	0.2	2.1	4.3	0.5	28.3	2.5	31.3	

	Prospect Street Southbound				Sweetwater Road Westbound				Sweetwater Crossing Driveway Northbound				Sweetwater Road Eastbound				
Start Time	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	12	2	3	17	24	201	12	237	7	0	4	11	0	103	5	108	373
08:00 AM	10	0	9	19	31	182	15	228	5	0	4	9	5	121	14	140	396
08:15 AM	22	1	5	28	38	258	16	312	5	1	11	17	5	124	16	145	502
08:30 AM	13	1	4	18	42	154	22	218	8	3	10	21	2	123	11	136	393
Total Volume	57	4	21	82	135	795	65	995	25	4	29	58	12	471	46	529	1664
% App. Total	69.5	4.9	25.6		13.6	79.9	6.5		43.1	6.9	50		2.3	89	8.7		
PHF	.648	.500	.583	.732	.804	.770	.739	.797	.781	.333	.659	.690	.600	.950	.719	.912	.829

City of National City
N/S: Prospect Street
E/W: Sweetwater Road
Weather: Clear

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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				07:45 AM				08:00 AM				08:00 AM			
+0 mins.	10	0	9	19	24	201	12	237	5	0	4	9	5	121	14	140
+15 mins.	22	1	5	28	31	182	15	228	5	1	11	17	5	124	16	145
+30 mins.	13	1	4	18	38	258	16	312	8	3	10	21	2	123	11	136
+45 mins.	15	1	2	18	42	154	22	218	3	2	13	18	0	118	7	125
Total Volume	60	3	20	83	135	795	65	995	21	6	38	65	12	486	48	546
% App. Total	72.3	3.6	24.1		13.6	79.9	6.5		32.3	9.2	58.5		2.2	89	8.8	
PHF	.682	.750	.556	.741	.804	.770	.739	.797	.656	.500	.731	.774	.600	.980	.750	.941

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City of National City
N/S: Prospect Street
E/W: Sweetwater Road
Weather: Clear

File Name : 01_NLC_Pro_Sw PM
Site Code : 00325619
Start Date : 5/28/2025
Page No : 1

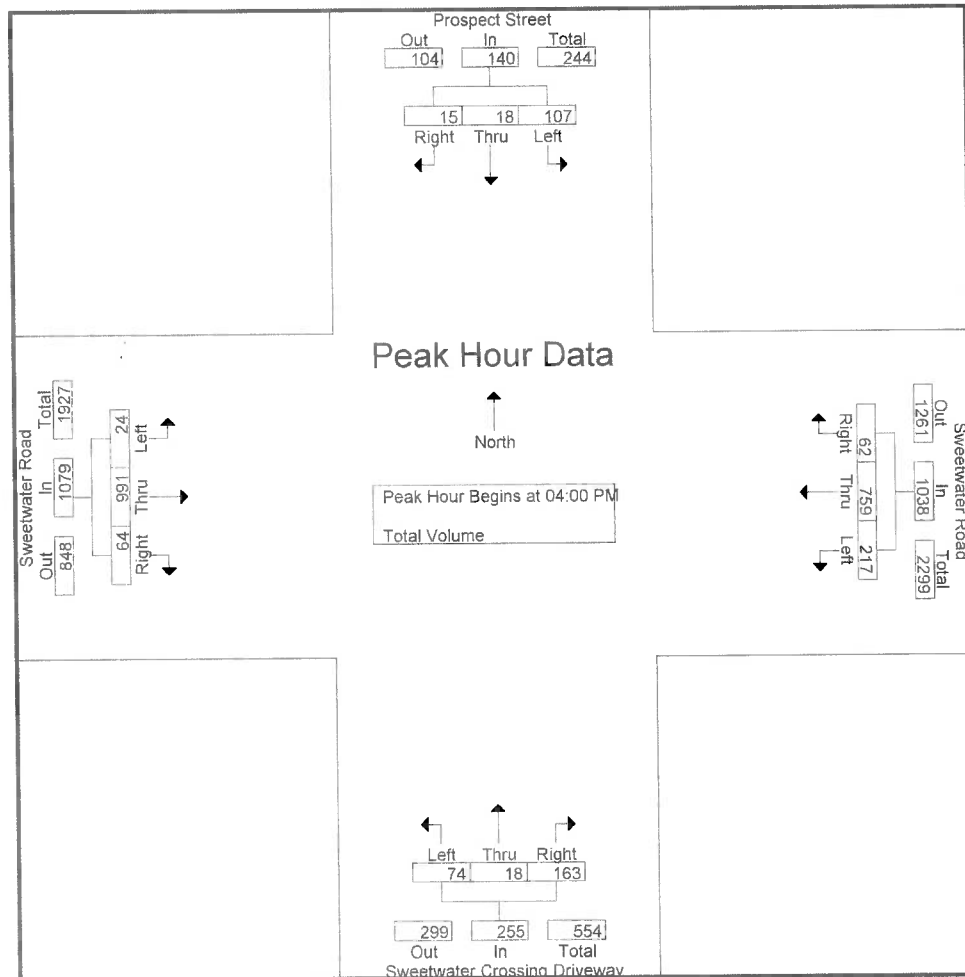
Groups Printed- Total Volume

	Prospect Street Southbound				Sweetwater Road Westbound				Sweetwater Crossing Driveway Northbound				Sweetwater Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	29	7	5	41	53	207	17	277	23	6	43	72	5	237	25	267	657
04:15 PM	29	2	0	31	69	205	16	290	14	5	40	59	6	261	14	281	661
04:30 PM	24	5	3	32	43	177	11	231	22	6	46	74	5	255	10	270	607
04:45 PM	25	4	7	36	52	170	18	240	15	1	34	50	8	238	15	261	587
Total	107	18	15	140	217	759	62	1038	74	18	163	255	24	991	64	1079	2512
05:00 PM	27	3	3	33	55	190	18	263	17	5	36	58	9	256	17	282	636
05:15 PM	17	4	4	25	67	173	17	257	9	6	20	35	6	268	19	293	610
05:30 PM	26	10	7	43	58	151	14	223	12	2	42	56	2	261	21	284	606
05:45 PM	28	2	3	33	46	168	19	233	15	3	36	54	8	203	22	233	553
Total	98	19	17	134	226	682	68	976	53	16	134	203	25	988	79	1092	2405
Grand Total	205	37	32	274	443	1441	130	2014	127	34	297	458	49	1979	143	2171	4917
Apprch %	74.8	13.5	11.7		22	71.5	6.5		27.7	7.4	64.8		2.3	91.2	6.6		
Total %	4.2	0.8	0.7	5.6	9	29.3	2.6	41	2.6	0.7	6	9.3	1	40.2	2.9	44.2	

	Prospect Street Southbound				Sweetwater Road Westbound				Sweetwater Crossing Driveway Northbound				Sweetwater Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	29	7	5	41	53	207	17	277	23	6	43	72	5	237	25	267	657
04:15 PM	29	2	0	31	69	205	16	290	14	5	40	59	6	261	14	281	661
04:30 PM	24	5	3	32	43	177	11	231	22	6	46	74	5	255	10	270	607
04:45 PM	25	4	7	36	52	170	18	240	15	1	34	50	8	238	15	261	587
Total Volume	107	18	15	140	217	759	62	1038	74	18	163	255	24	991	64	1079	2512
% App. Total	76.4	12.9	10.7		20.9	73.1	6		29	7.1	63.9		2.2	91.8	5.9		
PHF	.922	.643	.536	.854	.786	.917	.861	.895	.804	.750	.886	.861	.750	.949	.640	.960	.950

City of National City
N/S: Prospect Street
E/W: Sweetwater Road
Weather: Clear

File Name : 01_NLC_Pro_Sw PM
Site Code : 00325619
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04 00 PM				04 00 PM				04 00 PM				04 45 PM			
+0 mins.	29	7	5	41	53	207	17	277	23	6	43	72	8	238	15	261
+15 mins.	29	2	0	31	69	205	16	290	14	5	40	59	9	256	17	282
+30 mins.	24	5	3	32	43	177	11	231	22	6	46	74	6	268	19	293
+45 mins.	25	4	7	36	52	170	18	240	15	1	34	50	2	261	21	284
Total Volume	107	18	15	140	217	759	62	1038	74	18	163	255	25	1023	72	1120
% App. Total	76.4	12.9	10.7		20.9	73.1	6		29	7.1	63.9		2.2	91.3	6.4	
PHF	.922	.643	.536	.854	.786	.917	.861	.895	.804	.750	.886	.861	.694	.954	.857	.956

City of National City
N/S: Driveway
E/W: Sweetwater Road
Weather: Clear

File Name : 02_NLC_DW_Sw AM
Site Code : 00325619
Start Date : 5/28/2025
Page No : 1

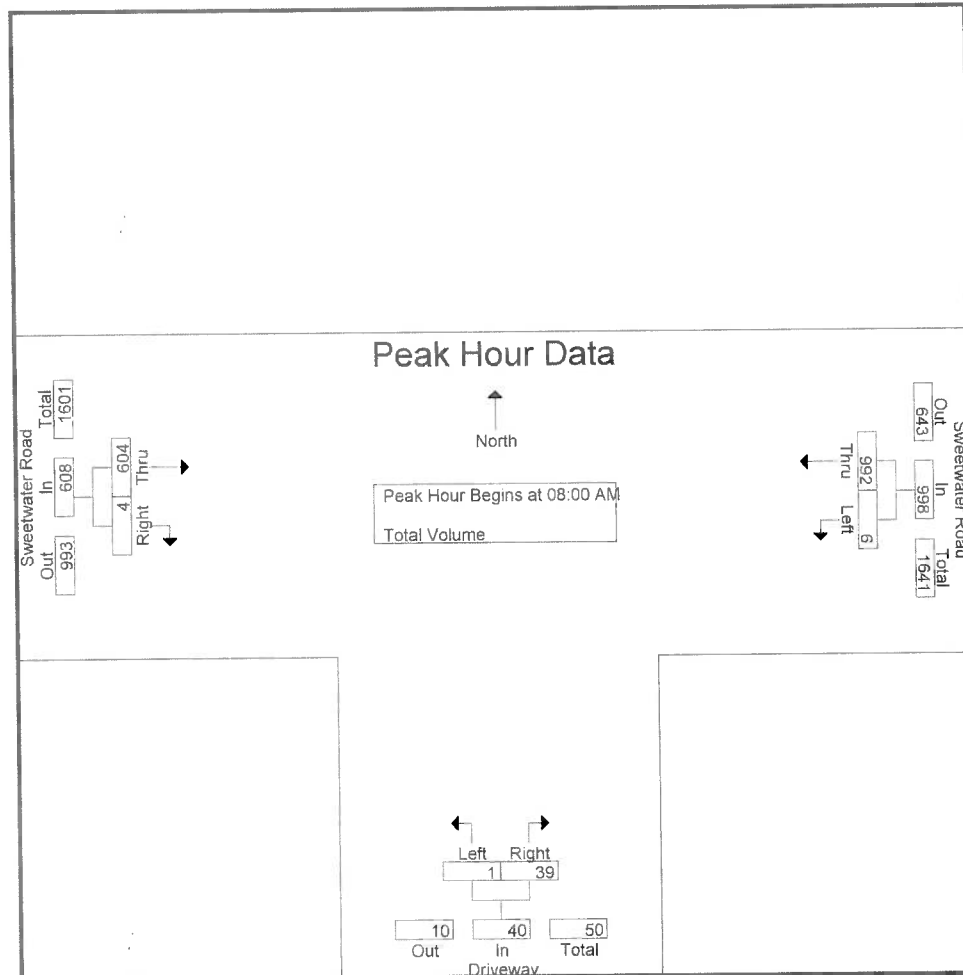
Groups Printed- Total Volume

	Sweetwater Road Westbound			Driveway Northbound			Sweetwater Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	144	144	0	8	8	83	1	84	236
07:15 AM	0	190	190	0	10	10	94	2	96	296
07:30 AM	0	195	195	1	10	11	120	2	122	328
07:45 AM	1	239	240	0	8	8	108	0	108	356
Total	1	768	769	1	36	37	405	5	410	1216
08:00 AM	0	247	247	0	6	6	141	0	141	394
08:15 AM	1	321	322	0	11	11	165	0	165	498
08:30 AM	3	209	212	0	13	13	146	3	149	374
08:45 AM	2	215	217	1	9	10	152	1	153	380
Total	6	992	998	1	39	40	604	4	608	1646
Grand Total	7	1760	1767	2	75	77	1009	9	1018	2862
Apprch %	0.4	99.6		2.6	97.4		99.1	0.9		
Total %	0.2	61.5	61.7	0.1	2.6	2.7	35.3	0.3	35.6	

	Sweetwater Road Westbound			Driveway Northbound			Sweetwater Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	247	247	0	6	6	141	0	141	394
08:15 AM	1	321	322	0	11	11	165	0	165	498
08:30 AM	3	209	212	0	13	13	146	3	149	374
08:45 AM	2	215	217	1	9	10	152	1	153	380
Total Volume	6	992	998	1	39	40	604	4	608	1646
% App. Total	0.6	99.4		2.5	97.5		99.3	0.7		
PHF	.500	.773	.775	.250	.750	.769	.915	.333	.921	.826

City of National City
N/S: Driveway
E/W: Sweetwater Road
Weather: Clear

File Name : 02_NLC_DW_Sw AM
Site Code : 00325619
Start Date : 5/28/2025
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			08:00 AM			08:00 AM		
+0 mins.	1	239	240	0	6	6	141	0	141
+15 mins.	0	247	247	0	11	11	165	0	165
+30 mins.	1	321	322	0	13	13	146	3	149
+45 mins.	3	209	212	1	9	10	152	1	153
Total Volume	5	1016	1021	1	39	40	604	4	608
% App. Total	0.5	99.5		2.5	97.5		99.3	0.7	
PHF	.417	.791	.793	.250	.750	.769	.915	.333	.921

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of National City
N/S: Driveway
E/W: Sweetwater Road
Weather: Clear

File Name : 02_NLC_DW_Sw PM
Site Code : 00325619
Start Date : 5/28/2025
Page No : 1

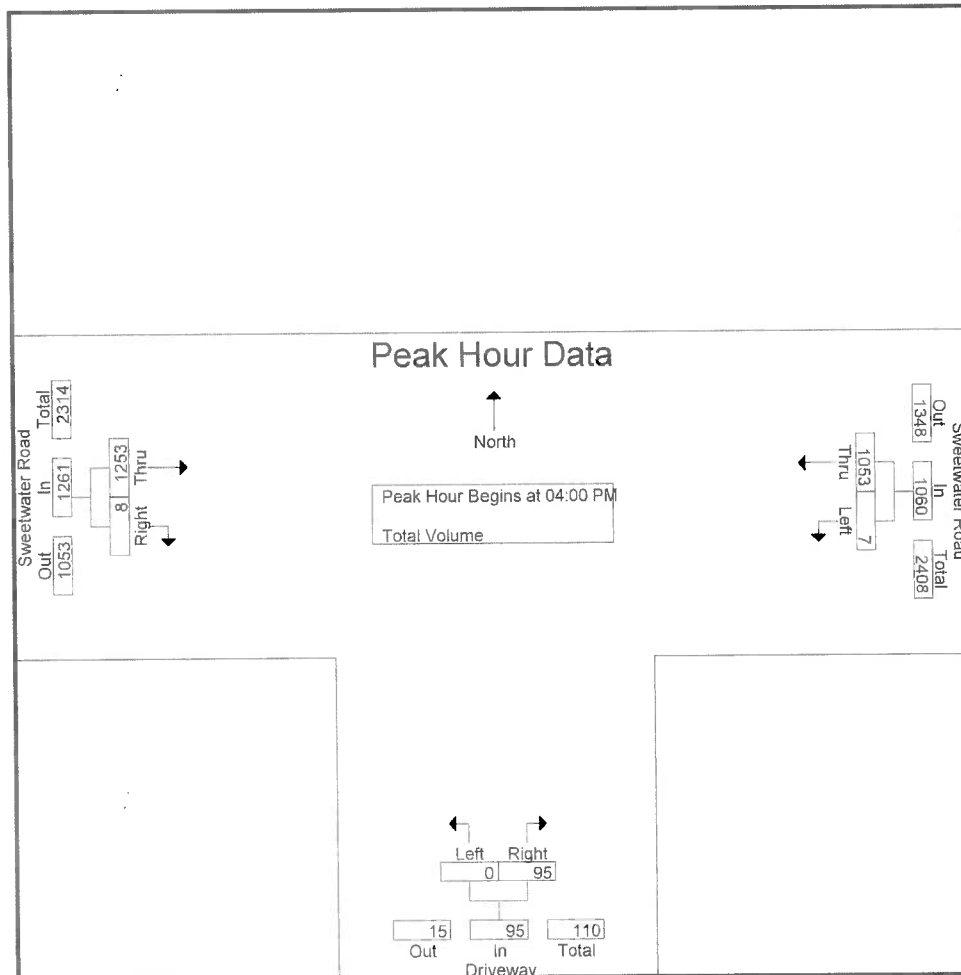
Groups Printed- Total Volume

Start Time	Sweetwater Road Westbound			Driveway Northbound			Sweetwater Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	3	296	299	0	27	27	307	4	311	637
04:15 PM	0	278	278	0	31	31	323	2	325	634
04:30 PM	1	259	260	0	23	23	338	1	339	622
04:45 PM	3	220	223	0	14	14	285	1	286	523
Total	7	1053	1060	0	95	95	1253	8	1261	2416
05:00 PM	0	260	260	0	22	22	297	3	300	582
05:15 PM	0	259	259	0	19	19	308	4	312	590
05:30 PM	3	216	219	0	38	38	314	4	318	575
05:45 PM	1	238	239	0	33	33	266	3	269	541
Total	4	973	977	0	112	112	1185	14	1199	2288
Grand Total	11	2026	2037	0	207	207	2438	22	2460	4704
Apprch %	0.5	99.5		0	100		99.1	0.9		
Total %	0.2	43.1	43.3	0	4.4	4.4	51.8	0.5	52.3	

	Sweetwater Road Westbound			Driveway Northbound			Sweetwater Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	3	296	299	0	27	27	307	4	311	637
04:15 PM	0	278	278	0	31	31	323	2	325	634
04:30 PM	1	259	260	0	23	23	338	1	339	622
04:45 PM	3	220	223	0	14	14	285	1	286	523
Total Volume	7	1053	1060	0	95	95	1253	8	1261	2416
% App. Total	0.7	99.3		0	100		99.4	0.6		
PHF	.583	.889	.886	.000	.766	.766	.927	.500	.930	.948

City of National City
N/S: Driveway
E/W: Sweetwater Road
Weather: Clear

File Name : 02_NLC_DW_Sw PM
Site Code : 00325619
Start Date : 5/28/2025
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			05:00 PM			04:00 PM		
+0 mins.	3	296	299	0	22	22	307	4	311
+15 mins.	0	278	278	0	19	19	323	2	325
+30 mins.	1	259	260	0	38	38	338	1	339
+45 mins.	3	220	223	0	33	33	285	1	286
Total Volume	7	1053	1060	0	112	112	1253	8	1261
% App. Total	0.7	99.3		0	100		99.4	0.6	
PHF	.583	.889	.886	.000	.737	.737	.927	.500	.930

ATTACHMENT C

PROJECT TRIP GENERATION

Table C-1: Project Trip Generation

Land Use	Size	Unit	Weekday	AM Peak Hour			PM Peak Hour			Weekend	Peak Hour		
			Daily	In	Out	Total	In	Out	Total	Daily	In	Out	Total
Trip Rates													
Dutch Bros Coffee Shop ¹		site	2,168	72.00	66.00	138.00	65.00	65.00	130.00	1,836	63.00	62.00	125.00
Restaurant ²		tsf	107.20	5.26	4.31	9.57	5.52	3.53	9.05	122.40	5.71	5.48	11.19
Project Trip Generation													
Dutch Bros Coffee Shop	1	site	2,168	72	66	138	65	65	130	1,836	63	62	125
Pass-By Reductions ^{3,4}			(1,084)	(36)	(33)	(69)	(33)	(32)	(65)	(918)	(32)	(31)	(63)
Total			1,084	36	33	69	32	33	65	918	31	31	62
Previous Use Trip Generation ⁴													
Restaurant	3,916	tsf	420	21	16	37	22	14	36	479	22	22	44
Pass-By Reductions ⁵			(92)	0	0	0	(9)	(6)	(15)	(105)	0	0	0
Total			328	21	16	37	13	8	21	374	22	22	44
Net Trips (Project - Previous Use) ⁴			756	15	17	32	19	25	44	544	9	9	18

Source: Compiled by LSA (2025).

¹ Trip Rates based on Counts Unlimited trip generation surveys of Dutch Bros. Coffee Shops in Fountain Valley, Norco, Eastvale, and San Bernardino in May 2025.

² Trip Rates from the Institute of Transportation Engineers (ITE) *Trip Generation* Manual, 11th Edition (2021), Land Use 932 (High-Turnover [Sit-Down] Restaurant), Setting/Location - General Urban/Suburban.

³ A conservative 50 percent pass-by reduction has been applied to the proposed project for weekday and weekend daily and peak-hour conditions.

⁴ For informational purposes only. The full project trip generation was assumed. Trip reductions (for pass-by and the previous use) were not included to present a conservative access (level of service) analysis of the study area locations.

⁵ Pass-By Reductions from the ITE *Trip Generation* Manual, Land Use 932 (High-Turnover [Sit-Down] Restaurant).

No AM and 43% PM pass-by rates were applied. Since a Daily pass-by rate is not available, the average of the AM and PM pass-by rates was used (22%).

For weekends, no peak-hour and 22% Daily pass-by rates were applied.

tsf = thousand square feet

ATTACHMENT D

HCM WORKSHEETS

HCM 7th Signalized Intersection Summary 4: Sweetwater Road & Prospect Street

Existing AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	471	46	135	795	65	25	4	29	57	4	21
Future Volume (veh/h)	12	471	46	135	795	65	25	4	29	57	4	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	13	496	48	142	837	68	26	4	31	60	4	22
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	24	1262	563	188	1458	118	363	15	118	246	4	23
Arrive On Green	0.01	0.36	0.36	0.11	0.44	0.44	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	1781	3554	1585	1781	3328	270	1385	184	1429	758	51	278
Grp Volume(v), veh/h	13	496	48	142	447	458	26	0	35	86	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1822	1385	0	1613	1087	0	0
Q Serve(g_s), s	0.2	3.5	0.7	2.6	6.3	6.3	0.0	0.0	0.7	2.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	3.5	0.7	2.6	6.3	6.3	0.5	0.0	0.7	2.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.15	1.00		0.89	0.70		0.26
Lane Grp Cap(c), veh/h	24	1262	563	188	778	798	363	0	134	274	0	0
V/C Ratio(X)	0.54	0.39	0.09	0.76	0.57	0.57	0.07	0.00	0.26	0.31	0.00	0.00
Avail Cap(c_a), veh/h	289	3042	1357	749	1980	2030	1175	0	1081	1149	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.3	8.0	7.1	14.5	7.0	7.0	14.2	0.0	14.3	15.6	0.0	0.0
Incr Delay (d2), s/veh	17.1	0.2	0.1	6.1	0.7	0.7	0.1	0.0	1.0	0.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.8	0.1	1.1	1.4	1.4	0.2	0.0	0.2	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.5	8.2	7.2	20.5	7.7	7.7	14.3	0.0	15.3	16.2	0.0	0.0
LnGrp LOS	C	A	A	C	A	A	B		B	B		
Approach Vol, veh/h		557			1047			61			86	
Approach Delay, s/veh		8.7			9.4			14.9			16.2	
Approach LOS		A			A			B			B	
Timer - Assigned Phs												
Phs Duration (G+Y+Rc), s	8.6	17.2		7.5	5.9	20.0		7.5				
Change Period (Y+Rc), s	5.1	5.4		* 4.7	5.4	* 5.4		4.7				
Max Green Setting (Gmax), s	14.0	28.5		* 23	5.4	* 37		22.3				
Max Q Clear Time (g_c+I1), s	4.6	5.5		4.7	2.2	8.3		2.7				
Green Ext Time (p_c), s	0.2	3.3		0.4	0.0	6.3		0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh			9.7									
HCM 7th LOS			A									
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

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Intersection

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↑↑		↑
Traffic Vol, veh/h	604	4	0	992	0	39
Future Vol, veh/h	604	4	0	992	0	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	657	4	0	1078	0	42

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 328
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 6.94
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.32
Pot Cap-1 Maneuver	-	- 0	- 0 667
Stage 1	-	- 0	- 0 -
Stage 2	-	- 0	- 0 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - - 667
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	10.76
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	667	-	-	-
HCM Lane V/C Ratio	0.064	-	-	-
HCM Ctrl Dly (s/v)	10.8	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

HCM 7th Signalized Intersection Summary 4: Sweetwater Road & Prospect Street

Existing PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	991	64	217	759	62	74	18	163	107	18	15
Future Volume (veh/h)	24	991	64	217	759	62	74	18	163	107	18	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus. Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	25	1043	67	228	799	65	78	19	172	113	19	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh. %	2	2	2	2	2	2	2	2	2	2	2	2
Cap. veh/h	40	1329	593	279	1676	136	437	36	325	220	36	19
Arrive On Green	0.02	0.37	0.37	0.16	0.50	0.50	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1781	3554	1585	1781	3328	271	1373	160	1449	524	161	83
Grp Volume(v), veh/h	25	1043	67	228	427	437	78	0	191	148	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1822	1373	0	1609	769	0	0
Q Serve(g_s), s	0.9	16.1	1.7	7.7	9.7	9.7	0.0	0.0	6.5	6.1	0.0	0.0
Cycle Q Clear(g_c), s	0.9	16.1	1.7	7.7	9.7	9.7	2.8	0.0	6.5	12.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.15	1.00		0.90	0.76		0.11
Lane Grp Cap(c), veh/h	40	1329	593	279	895	917	437	0	361	275	0	0
V/C Ratio(X)	0.62	0.78	0.11	0.82	0.48	0.48	0.18	0.00	0.53	0.54	0.00	0.00
Avail Cap(c_a), veh/h	155	1632	728	402	1062	1089	622	0	578	463	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	30.1	17.2	12.7	25.3	10.1	10.1	19.8	0.0	21.2	25.6	0.0	0.0
Incr Delay (d2), s/veh	14.7	2.1	0.1	8.3	0.4	0.4	0.2	0.0	1.2	1.6	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	5.9	0.5	3.6	3.2	3.2	0.9	0.0	2.4	2.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.7	19.3	12.8	33.6	10.5	10.5	19.9	0.0	22.4	27.2	0.0	0.0
LnGrp LOS	D	B	B	C	B	B	B		C	C		
Approach Vol, veh/h		1135			1092			269			148	
Approach Delay, s/veh		19.5			15.3			21.7			27.2	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.8	28.6		18.6	6.8	36.6		18.6				
Change Period (Y+Rc), s	5.1	5.4		* 4.7	5.4	* 5.4		4.7				
Max Green Setting (Gmax), s	14.0	28.5		* 23	5.4	* 37		22.3				
Max Q Clear Time (g_c+I), s	9.7	18.1		14.6	2.9	11.7		8.5				
Green Ext Time (p_c), s	0.2	5.1		0.5	0.0	5.7		1.2				
Intersection Summary												
HCM 7th Control Delay, s/veh				18.4								
HCM 7th LOS				B								
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

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Intersection

Int Delay, s/veh 0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↑↑		↑
Traffic Vol, veh/h	1253	8	0	1053	0	95
Future Vol, veh/h	1253	8	0	1053	0	95
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1362	9	0	1145	0	103

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 681
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 6.94
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.32
Pot Cap-1 Maneuver	-	0	0 393
Stage 1	-	0	0 -
Stage 2	-	0	0 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - 393
Mov Cap-2 Maneuver	-	-	- -
Stage 1	-	-	- -
Stage 2	-	-	- -

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	17.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	393	-	-	-
HCM Lane V/C Ratio	0.263	-	-	-
HCM Ctrl Dly (s/v)	17.4	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	1	-	-	-

HCM 7th Signalized Intersection Summary

4: Sweetwater Road & Prospect Street

Existing WP AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	478	71	171	795	65	55	7	39	57	8	21
Future Volume (veh/h)	12	478	71	171	795	65	55	7	39	57	8	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	13	503	75	180	837	68	58	7	41	60	8	22
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	24	1148	512	240	1449	118	376	22	127	239	8	23
Arrive On Green	0.01	0.32	0.32	0.13	0.44	0.44	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	1781	3554	1585	1781	3328	270	1380	236	1385	671	89	246
Grp Volume(v), veh/h	13	503	75	180	447	458	58	0	48	90	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1822	1380	0	1621	1006	0	0
Q Serve(g_s), s	0.2	3.8	1.1	3.3	6.4	6.4	0.0	0.0	0.9	2.1	0.0	0.0
Cycle Q Clear(g_c), s	0.2	3.8	1.1	3.3	6.4	6.4	1.0	0.0	0.9	3.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.15	1.00		0.85	0.67		0.24
Lane Grp Cap(c), veh/h	24	1148	512	240	774	793	376	0	148	270	0	0
V/C Ratio(X)	0.54	0.44	0.15	0.75	0.58	0.58	0.15	0.00	0.32	0.33	0.00	0.00
Avail Cap(c_a), veh/h	285	3002	1339	739	1954	2003	1161	0	1072	1122	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.5	9.0	8.1	14.0	7.2	7.2	14.4	0.0	14.3	15.8	0.0	0.0
Incr Delay (d2), s/veh	17.2	0.3	0.1	4.7	0.7	0.7	0.2	0.0	1.2	0.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.9	0.3	1.3	1.5	1.5	0.4	0.0	0.3	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.7	9.3	8.2	18.7	7.9	7.9	14.6	0.0	15.6	16.5	0.0	0.0
LnGrp LOS	C	A	A	B	A	A	B		B	B		
Approach Vol, veh/h		591			1085			106			90	
Approach Delay, s/veh		9.7			9.7			15.0			16.5	
Approach LOS		A			A			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.6	16.3		7.8	5.9	20.1		7.8				
Change Period (Y+Rc), s	5.1	5.4		* 4.7	5.4	* 5.4		4.7				
Max Green Setting (Gmax), s	14.0	28.5		* 23	5.4	* 37		22.3				
Max Q Clear Time (g_c+I1), s	5.3	5.8		5.0	2.2	8.4		3.0				
Green Ext Time (p_c), s	0.3	3.4		0.4	0.0	6.3		0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh				10.3								
HCM 7th LOS				B								
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

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HCM 7th TWSC
6: RIRO Driveway & Sweetwater Road

Existing WP AM

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↑↑		↑
Traffic Vol, veh/h	614	11	0	1028	0	62
Future Vol, veh/h	614	11	0	1028	0	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	667	12	0	1117	0	67
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	334
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	662
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	662
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0		11.05	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	662	-	-	-		
HCM Lane V/C Ratio	0.102	-	-	-		
HCM Ctrl Dly (s/v)	11.1	-	-	-		
HCM Lane LOS	B	-	-	-		
HCM 95th %tile Q(veh)	0.3	-	-	-		

HCM 7th Signalized Intersection Summary

4: Sweetwater Road & Prospect Street

Existing WP PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	998	87	249	759	62	103	21	173	107	21	15
Future Volume (veh/h)	24	998	87	249	759	62	103	21	173	107	21	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	25	1051	92	262	799	65	108	22	182	113	22	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	40	1297	579	310	1705	139	435	41	336	212	39	19
Arrive On Green	0.02	0.37	0.37	0.17	0.51	0.51	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1781	3554	1585	1781	3328	271	1370	174	1438	503	169	80
Grp Volume(v), veh/h	25	1051	92	262	427	437	108	0	204	151	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1822	1370	0	1612	751	0	0
Q Serve(g_s), s	0.9	17.8	2.6	9.5	10.3	10.3	0.0	0.0	7.4	6.7	0.0	0.0
Cycle Q Clear(g_c), s	0.9	17.8	2.6	9.5	10.3	10.3	4.3	0.0	7.4	14.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.15	1.00		0.89	0.75		0.11
Lane Grp Cap(c), veh/h	40	1297	579	310	910	933	435	0	376	270	0	0
V/C Ratio(X)	0.63	0.81	0.16	0.85	0.47	0.47	0.25	0.00	0.54	0.56	0.00	0.00
Avail Cap(c_a), veh/h	144	1516	676	373	987	1012	573	0	538	412	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	32.4	19.1	14.3	26.7	10.5	10.5	21.3	0.0	22.5	27.4	0.0	0.0
Incr Delay (d2), s/veh	15.4	3.0	0.1	14.1	0.4	0.4	0.3	0.0	1.2	1.8	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	6.9	0.8	5.0	3.4	3.5	1.4	0.0	2.8	2.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	47.8	22.1	14.4	40.8	10.8	10.8	21.6	0.0	23.7	29.2	0.0	0.0
LnGrp LOS	D	C	B	D	B	B	C		C	C		
Approach Vol, veh/h		1168			1126			312			151	
Approach Delay, s/veh		22.0			17.8			22.9			29.2	
Approach LOS		C			B			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.7	29.8		20.3	6.9	39.6		20.3				
Change Period (Y+Rc), s	5.1	5.4		* 4.7	5.4	* 5.4		4.7				
Max Green Setting (Gmax), s	14.0	28.5		* 23	5.4	* 37		22.3				
Max Q Clear Time (g_c+I1), s	11.5	19.8		16.2	2.9	12.3		9.4				
Green Ext Time (p_c), s	0.2	4.6		0.4	0.0	5.7		1.3				
Intersection Summary												
HCM 7th Control Delay, s/veh				20.8								
HCM 7th LOS				C								
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

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HCM 7th TWSC
6: RIRO Driveway & Sweetwater Road

Existing WP PM

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↑↑		↑
Traffic Vol, veh/h	1263	15	0	1085	0	118
Future Vol, veh/h	1263	15	0	1085	0	118
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1373	16	0	1179	0	128

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	686
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	-	0	390
Stage 1	-	0	-	0	-
Stage 2	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	390
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	18.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	390	-	-	-
HCM Lane V/C Ratio	0.329	-	-	-
HCM Ctrl Dly (s/v)	18.7	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	1.4	-	-	-

ATTACHMENT E

DUTCH BROS COFFEE TMP AND SITE SUMMARY

Standard Edition
Revised as of 02/19/2025

Traffic Management Plan & Site Summary

CA4707 | National City
1838 Sweetwater Road

Operator:TBD
Coach:TBD
Regional Activation Coach:TBD
Construction Manager:John Caglia
Construction Coordinator:Kelsey Staton

Created By:
Kyle Dallas | Site & Traffic Plan Administrator
C: 602.525.8737
E: Kyle.Dallas@DutchBros.com



Speed, Quality, Service

Timing Standards

45 seconds per car (at window). Speed timings conducted weekly in addition to a quarterly company wide evaluation.

Escape Lane

An escape lane permits customers to leave the line as soon as their drinks are delivered by a drink runner.

Peak Hours

DB will staff an additional traffic controller during peak hours as needed.



Speed, Quality, Service



Off-Site Operations

DB always evaluates the need of off-duty police officer support during our grand opening period.

Off duty police officers provide off-site support during business hours as determined necessary by DB leadership. Their job is to safely direct customer vehicles to and from a location. Prevent vehicles from blocking critical drives or otherwise restricting traffic flow (off-site).

Staffing Model

Schedules are written a minimum of 1-2 weeks in advance (in accordance with state and local guidelines) based on gross sales, trends, local events, and weather.



Outside Traffic Management

Line Buster (LB)

Job Duty: Increase speed of the customers experience by taking orders while ensuring 2' gap between cars. Ensuring when the line pulls forward the customers moves forward.

Drink Runner (DR)

Job Duty: Deliver completed drinks to the customer in line before reaching the window. Ensuring escape lane is used to minimize service time.

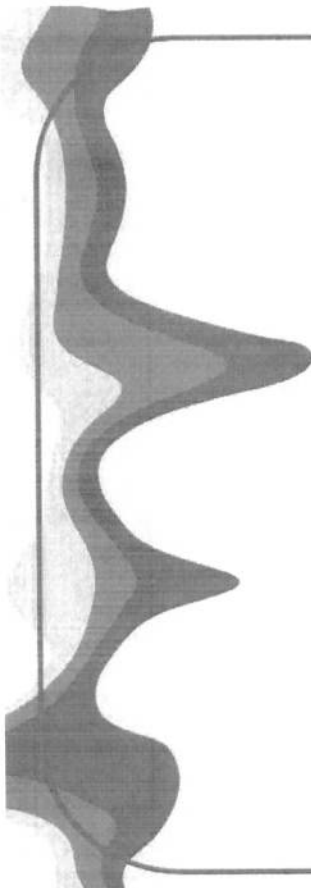
Dutch Bros. Traffic Controller (DBTC)

Job Duty: Direct traffic in and out of location. Preventing vehicles from blocking critical drives or otherwise restricting traffic flow (on-site).

Third Party Traffic Controller or Off Duty Police Officer (TC)

Job Duty: Direct traffic in and out of location. Preventing vehicles from blocking critical drives or otherwise restricting traffic flow (off-site).





Additional Information

Full Shop Meetings:

- Monthly meetings in which all shop personnel are required to attend. Discuss traffic plans and new commitments in detail.

Pre-Shift Huddles:

- Before each shift (morning, noon, night) the crew goes over updates, important communication, issues, and ensures strategy is set for the shift

Promotional Days / Major Holidays / Sticker Days:

- Dutch will determine if needed and hire a Third-Party Traffic Control Company to come in when the Stacking could possibly be an issue.

Evolving Traffic Plan:

- The Grand Opening plan will be utilized whenever necessary to mitigate traffic congestion that may occur from our new shop opening. We reserve the right to adjust the plan as conditions dictate, and expect that after the initial community response, our traffic patterns will settle to a predictable level within the first 90 days of operation.

Directional Signage Examples



Staffing Plan



Traffic Plan Legend

LB — Line Buster
 DR — Drink Runner
 DBTC — Dutch Bros Traffic Controller
 TC — Off Duty Police Officer

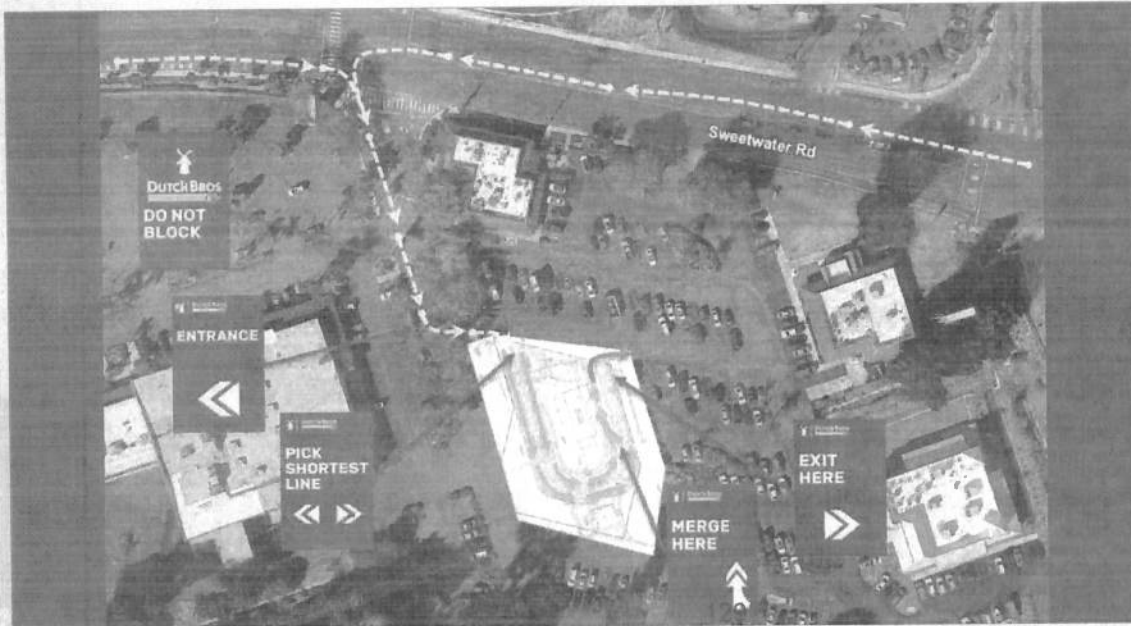
— No Stacking
 — Ingress
 — Egress

Not every position will be shown on Grand Opening Staffing Plan. Subject to site by site staffing needs.

Special Things to Note:

1. n/a
2. n/a
3. n/a

Signage Plan



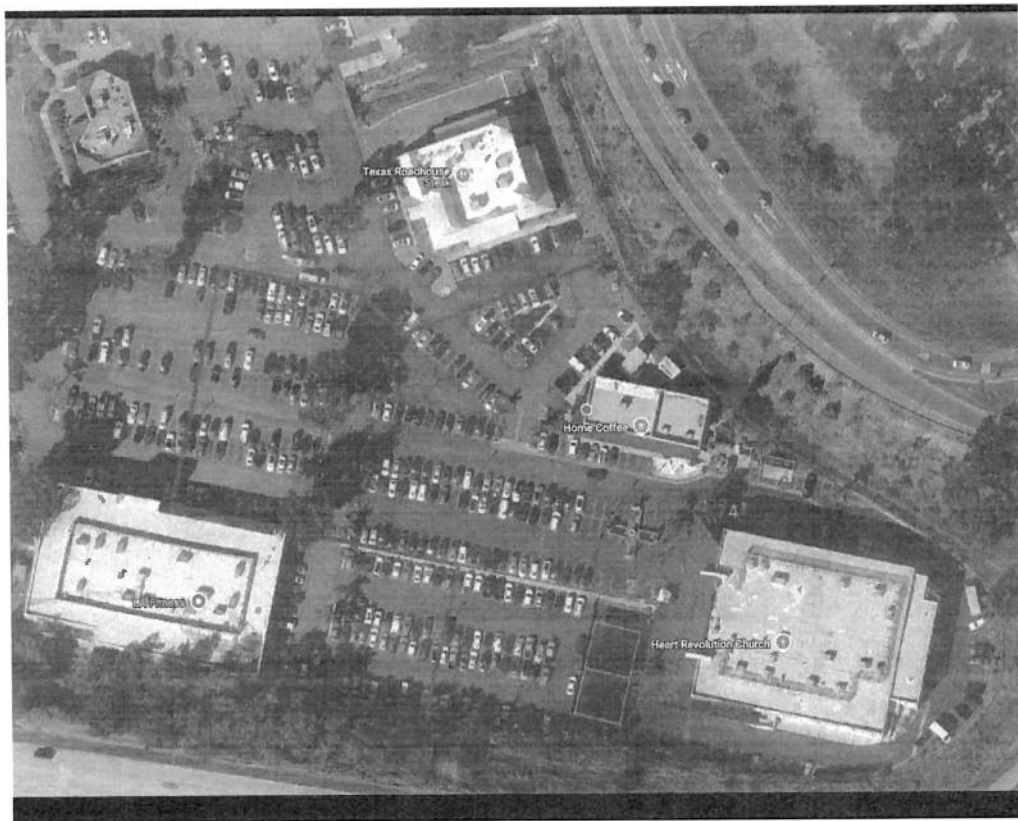
Special Things to Note:

1. n/a
2. n/a
3. n/a

Exhibits 2

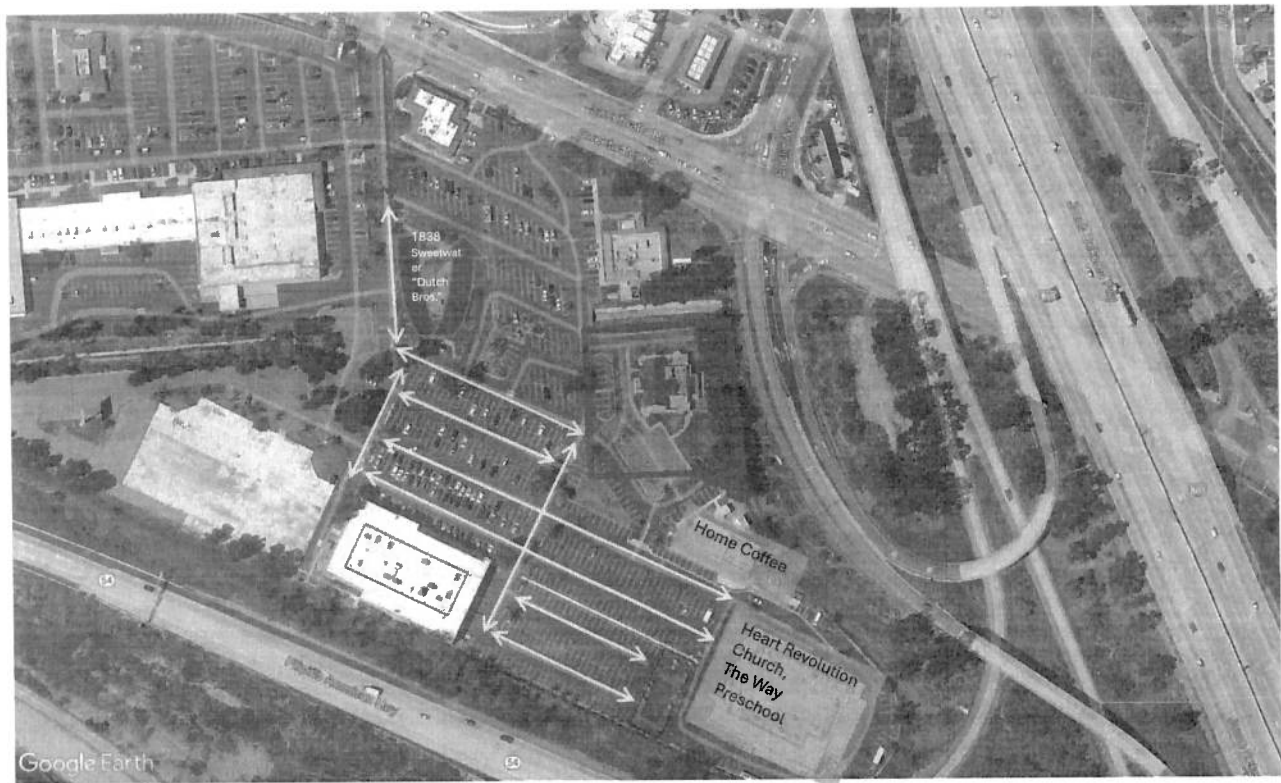
Exhibit "2" - Overhead parking stalls

1920 & 1914 Sweetwater Rd. Southeast Parcel 2: Heart Revolution Church, The Way, and Home Coffee



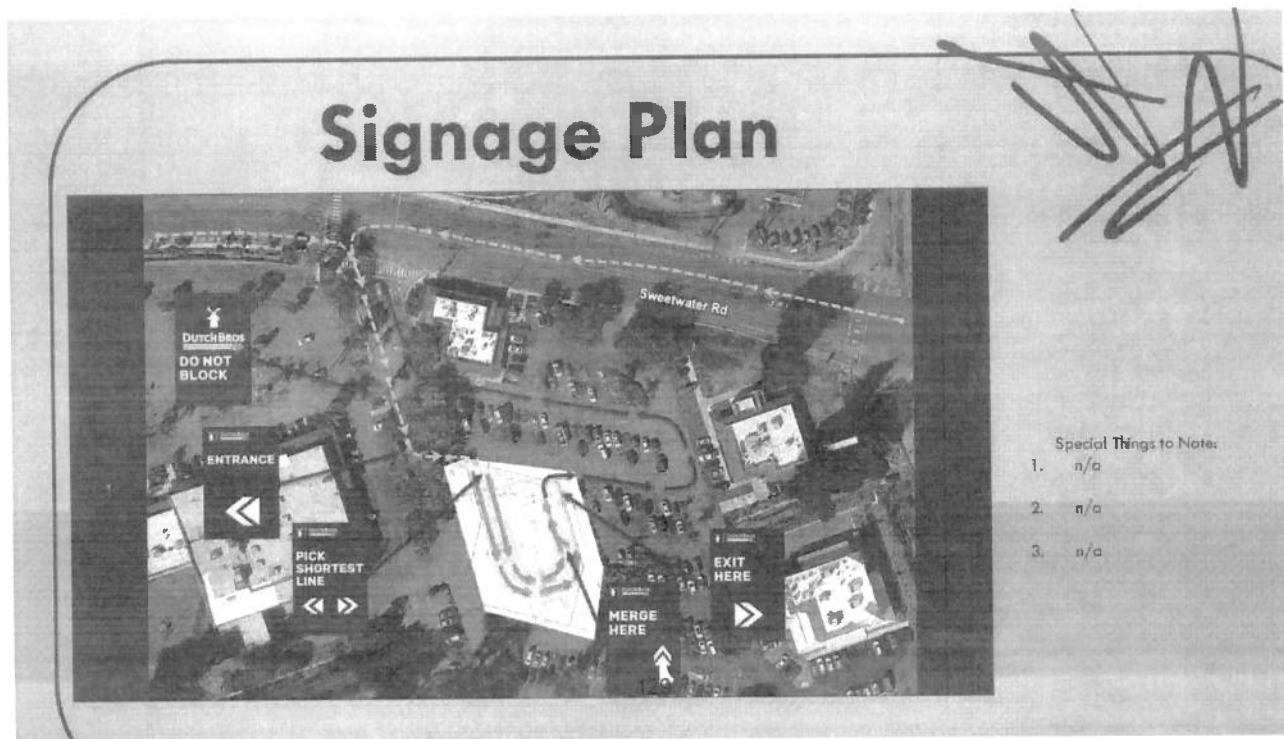
Exhibits 3

**Exhibit "3" - Traffic Flow from Main Traffic Aisle to wrap around Drive-Through at 1838 Sweetwater Rd. ;
1920 & 1914 Sweetwater Rd. Southeast Parcel 2: Heart Revolution Church, The Way, and Home Coffee**



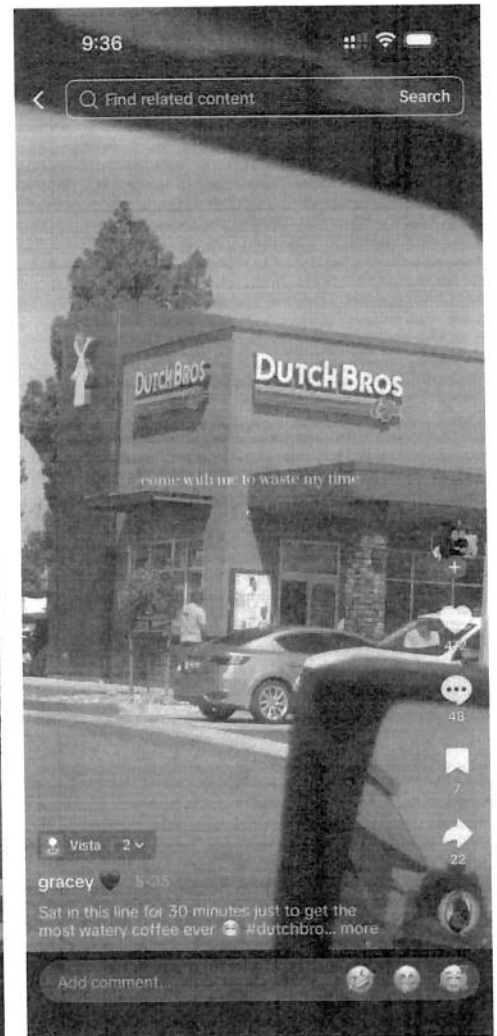
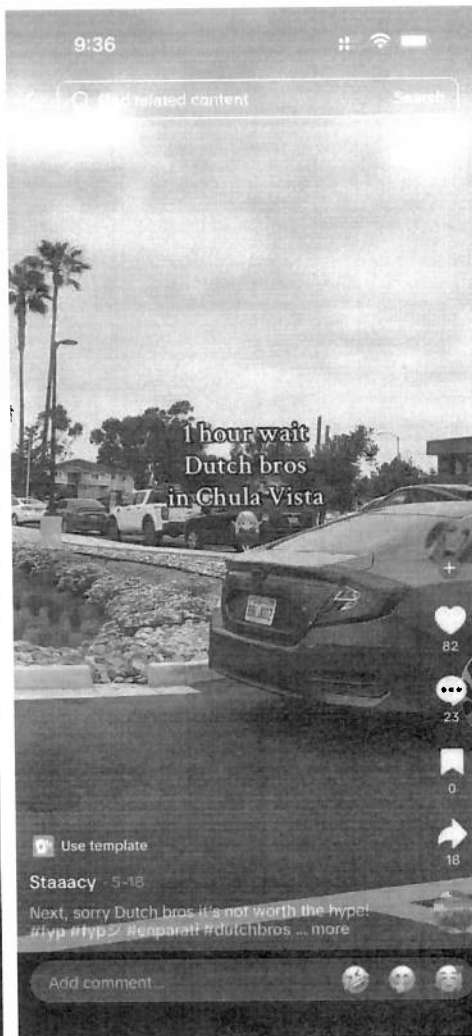
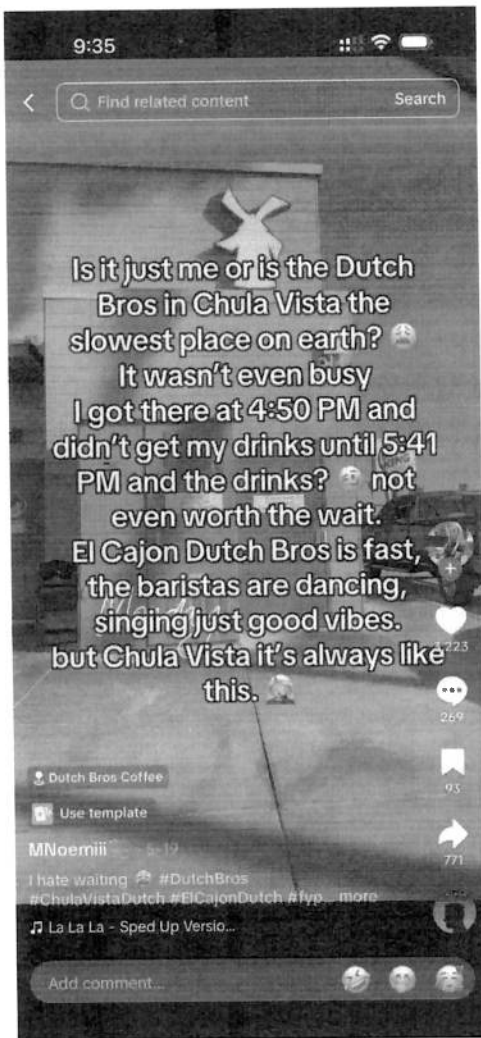
- Church directional traffic on aisle
- Proposed drive-through overflow impeding traffic access to Church and southeast businesses

cont. Exhibit "3" - Traffic flow of proposed Dutch Bros. drive-through



Exhibits 4

Exhibit "4" - Community Commentary from Social Media



Exhibits 5



Dutch Bros

Coffee

Dutch Bros

Coffee

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	Type	Size	Total calories (kcal)	Calories from fat (fat cal)	Total fat (g)	Saturated fat (g)	Trans fat (g)	Cholesterol (mg)	Sodium (mg)	Total Carbs (g)	Dietary fiber (g)	Total sugars (g)	Protein (g)	Caffeine (mg)	Allergies
Caramelizer Nitro Cold Brew	Iced	Nitro	200	20	2	1.5	0	10	300	39	0	30	3	295	Contains Milk.
Cocomo	Hot	Large	560	150	17	11	0	65	430	88	1	81	18	190	Contains Milk.
Cocomo	Hot	Medium	490	130	15	10	0	55	370	78	1	73	15	95	Contains Milk.
Cocomo	Hot	Small	370	90	10	7	0	40	260	61	1	58	11	95	Contains Milk.
Cocomo	Iced	Large	440	110	13	8	0	50	320	71	1	66	14	190	Contains Milk.
Cocomo	Iced	Medium	370	90	10	7	0	40	260	61	1	58	11	95	Contains Milk.
Cocomo	Iced	Small	250	50	6	4	0	20	140	45	1	42	6	95	Contains Milk.
Double Torture	Hot	Large	500	140	15	10	0	55	370	78	2	71	17	290	Contains Milk.
Double Torture	Hot	Medium	430	110	13	8	0	50	320	68	1	63	14	190	Contains Milk.
Double Torture	Hot	Small	310	70	8	5	0	30	200	52	1	47	9	190	Contains Milk.
Double Torture	Iced	Large	380	100	11	7	0	40	260	62	2	55	12	290	Contains Milk.
Double Torture	Iced	Medium	310	70	8	5	0	30	200	52	1	47	9	190	Contains Milk.
Double Torture	Iced	Small	190	35	3.5	2.5	0	15	85	35	1	32	5	190	Contains Milk.
Golden Eagle	Hot	Large	650	410	46	30	0	150	340	42	1	36	17	190	Contains Milk.
Golden Eagle	Hot	Medium	570	350	39	26	0	130	300	39	1	34	14	95	Contains Milk.
Golden Eagle	Hot	Small	430	240	27	18	0	90	220	34	1	30	10	95	Contains Milk.
Golden Eagle	Iced	Large	540	310	34	22	0	110	300	46	1	41	12	190	Contains Milk.
Golden Eagle	Iced	Medium	460	240	27	18	0	90	260	43	1	39	10	95	Contains Milk.
Golden Eagle	Iced	Small	320	140	15	10	0	50	180	39	1	35	6	95	Contains Milk.
Golden Eagle Cold Brew	Iced	Large	260	50	6	4	0	20	210	48	0	40	3	245	Contains Milk.
Golden Eagle Cold Brew	Iced	Medium	260	50	6	4	0	20	190	47	0	40	3	170	Contains Milk.
Golden Eagle Cold Brew	Iced	Small	250	50	6	4	0	20	170	46	0	40	2	95	Contains Milk.
Golden Eagle Cold Brew	Toasted	Large	270	50	6	4	0	20	220	49	0	40	3	320	Contains Milk.
Golden Eagle Cold Brew	Toasted	Medium	260	50	6	4	0	20	210	48	0	40	3	245	Contains Milk.
Golden Eagle Cold Brew	Toasted	Small	260	50	6	4	0	20	190	47	0	40	3	170	Contains Milk.



	Type	Size	Total calories (kcal)	Calories from fat (fat cal)	Total fat (g)	Saturated fat (g)	Trans fat (g)	Cholesterol (mg)	Sodium (mg)	Total Carbs (g)	Dietary fiber (g)	Total sugars (g)	Protein (g)	Caffeine (mg)	Allergies
Golden Eagle Nitro Cold Brew	Iced	Nitro	260	50	6	4	0	20	310	47	0	40	3	295	Contains Milk.
Kicker	Iced	Large	500	300	34	22	0	110	220	37	1	34	12	192	Contains Milk.
Kicker	Iced	Medium	420	250	27	18	0	90	180	33	1	32	10	96	Contains Milk.
Kicker	Iced	Small	280	140	15	10	0	50	100	29	1	28	6	96	Contains Milk.
Kicker	Hot	Large	710	450	50	33	0	175	300	46	1	43	17	192	Contains Milk.
Kicker	Hot	Medium	610	390	43	28	0	150	260	41	1	40	14	96	Contains Milk.
Kicker	Hot	Small	450	270	30	19	0	100	180	35	1	34	10	96	Contains Milk.
White Chocolate Mocha	Hot	Large	650	200	22	14	0	90	510	95	1	86	19	190	Contains Milk.
White Chocolate Mocha	Hot	Medium	560	170	19	12	0	75	460	84	1	77	17	95	Contains Milk.
White Chocolate Mocha	Hot	Small	420	120	13	8	0	50	340	66	1	60	12	95	Contains Milk.
White Chocolate Mocha	Iced	Large	530	160	18	11	0	75	400	79	1	71	15	190	Contains Milk.
White Chocolate Mocha	Iced	Medium	440	130	14	9	0	60	340	68	1	62	12	95	Contains Milk.
White Chocolate Mocha	Iced	Small	300	70	8	5	0	35	230	50	1	45	8	95	Contains Milk.

ZERO SUGAR ADDED DUTCH FAVES

CLASSIC LATTE WITH A DUTCH TWIST. GUARANTEED TO SATISY

9-1-1 Zero Sugar Added	Hot	Large	490	360	40	26	0	130	270	19	2	14	15	288	Contains Coconut, Milk.
9-1-1 Zero Sugar Added	Hot	Medium	350	250	28	18	0	90	190	15	2	10	11	288	Contains Coconut, Milk.
9-1-1 Zero Sugar Added	Hot	Small	210	140	16	10	0	50	105	11	2	6	7	289	Contains Coconut, Milk.
9-1-1 Zero Sugar Added	Iced	Large	350	250	28	18	0	90	190	15	2	10	11	288	Contains Coconut, Milk.
9-1-1 Zero Sugar Added	Iced	Medium	210	140	16	10	0	50	105	11	2	6	7	289	Contains Coconut, Milk.
9-1-1 Zero Sugar Added	Iced	Small	70	30	3.5	2.5	0	10	25	7	2	2	3	289	Contains Coconut, Milk.
Annihilator Zero Sugar Added	Hot	Large	550	410	46	30	0	150	310	19	1	16	17	192	Contains Milk.
Annihilator Zero Sugar Added	Hot	Medium	470	350	39	26	0	130	270	16	<1	13	14	96	Contains Milk.
Annihilator Zero Sugar Added	Hot	Small	330	240	27	18	0	90	190	12	<1	9	10	96	Contains Milk.



	Type	Size	Total calories (kcal)	Calories from fat (fat cal)	Total fat (g)	Saturated fat (g)	Trans fat (g)	Cholesterol (mg)	Sodium (mg)	Total Carbs (g)	Dietary fiber (g)	Total sugars (g)	Protein (g)	Caffeine (mg)	Allergies
Annihilator Zero Sugar Added	Iced	Large	410	310	34	22	0	110	230	15	1	11	12	192	Contains Milk.
Annihilator Zero Sugar Added	Iced	Medium	330	240	27	18	0	90	190	12	<1	9	10	96	Contains Milk.
Annihilator Zero Sugar Added	Iced	Small	190	140	15	10	0	50	105	8	<1	5	6	96	Contains Milk.
Caramelizer Zero Sugar Added	Hot	Large	660	410	45	30	0	145	390	52	6	15	17	192	Contains Milk, Soy.
Caramelizer Zero Sugar Added	Hot	Medium	570	350	39	26	0	125	340	48	5	13	14	96	Contains Milk, Soy.
Caramelizer Zero Sugar Added	Hot	Small	430	240	27	17	0	85	260	44	5	9	10	96	Contains Milk, Soy.
Caramelizer Zero Sugar Added	Iced	Large	510	300	33	22	0	105	300	48	6	11	13	192	Contains Milk, Soy.
Caramelizer Zero Sugar Added	Iced	Medium	430	240	27	17	0	85	260	44	5	9	10	96	Contains Milk, Soy.
Caramelizer Zero Sugar Added	Iced	Small	290	130	14	9	0	45	180	40	5	5	6	96	Contains Milk, Soy.
Cocomo Zero Sugar Added	Hot	Large	570	390	43	28	0	140	320	32	1	15	16	192	Contains Milk.
Cocomo Zero Sugar Added	Hot	Medium	490	320	36	24	0	120	280	28	<1	12	14	96	Contains Milk.
Cocomo Zero Sugar Added	Hot	Small	350	220	24	16	0	80	200	24	<1	8	10	96	Contains Milk.
Cocomo Zero Sugar Added	Iced	Large	430	280	31	20	0	100	240	28	1	10	12	192	Contains Milk.
Cocomo Zero Sugar Added	Iced	Medium	350	220	24	16	0	80	200	24	<1	8	10	96	Contains Milk.
Cocomo Zero Sugar Added	Iced	Small	210	110	12	8	0	40	115	20	<1	4	6	96	Contains Milk.
Double Torture Zero Sugar Added	Hot	Large	510	330	37	24	0	120	280	32	2	13	15	288	Contains Milk.
Double Torture Zero Sugar Added	Hot	Medium	430	280	31	20	0	100	240	28	1	10	12	192	Contains Milk.
Double Torture Zero Sugar Added	Hot	Small	290	160	18	12	0	60	160	24	1	6	8	192	Contains Milk.
Double Torture Zero Sugar Added	Iced	Large	370	230	25	16	0	80	200	28	2	9	11	288	Contains Milk.
Double Torture Zero Sugar Added	Iced	Medium	290	160	18	12	0	60	160	24	1	6	8	192	Contains Milk.
Double Torture Zero Sugar Added	Iced	Small	150	50	6	4	0	20	80	20	1	2	4	192	Contains Milk.
Golden Eagle Zero Sugar Added	Hot	Large	600	410	45	30	0	145	360	37	6	15	16	192	Contains Milk, Soy.
Golden Eagle Zero Sugar Added	Hot	Medium	520	350	39	26	0	125	320	33	5	13	13	96	Contains Milk, Soy.



	Type	Size	Total calories (kcal)	Calories from fat (fat cal)	Total fat (g)	Saturated fat (g)	Trans fat (g)	Cholesterol (mg)	Sodium (mg)	Total Carbs (g)	Dietary fiber (g)	Total sugars (g)	Protein (g)	Caffeine (mg)	Allergies
Golden Eagle Zero Sugar Added	Hot	Small	370	240	27	17	0	85	230	29	5	9	9	96	Contains Milk, Soy.
Golden Eagle Zero Sugar Added	Iced	Large	460	300	33	22	0	105	270	33	6	11	12	192	Contains Milk, Soy.
Golden Eagle Zero Sugar Added	Iced	Medium	370	240	27	17	0	85	230	29	5	9	9	96	Contains Milk, Soy.
Golden Eagle Zero Sugar Added	Iced	Small	230	130	14	9	0	45	150	25	5	5	5	96	Contains Milk, Soy.
Kicker Zero Sugar Added	Hot	Large	550	410	46	30	0	150	310	19	1	16	17	192	Contains Coconut, Milk.
Kicker Zero Sugar Added	Hot	Medium	470	350	39	26	0	130	270	16	<1	13	14	96	Contains Coconut, Milk.
Kicker Zero Sugar Added	Hot	Small	330	240	27	18	0	90	190	12	<1	9	10	96	Contains Coconut, Milk.
Kicker Zero Sugar Added	Iced	Large	410	310	34	22	0	110	230	15	1	12	12	192	Contains Coconut, Milk.
Kicker Zero Sugar Added	Iced	Medium	330	240	27	18	0	90	190	12	<1	9	10	96	Contains Coconut, Milk.
Kicker Zero Sugar Added	Iced	Small	190	140	15	10	0	50	105	8	<1	5	6	96	Contains Coconut, Milk.

COFFEE CLASSICS

HAND-PULLED ESPRESSO SHOTS OF OUR DUTCH BROS PRIVATE RESERVE COFFEE BLEND.

Americano	Hot	Large	20	5	0	0	0	0	20	3	1	0	1	192	
Americano	Hot	Medium	10	0	0	0	0	0	15	2	1	0	1	96	
Americano	Hot	Small	10	0	0	0	0	0	10	2	1	0	1	96	
Americano	Iced	Large	20	5	0	0	0	0	15	3	1	0	1	192	
Americano	Iced	Medium	10	0	0	0	0	0	10	2	1	0	1	96	
Americano	Iced	Small	10	0	0	0	0	0	5	2	1	0	1	96	
Americano w/ Cream	Hot	Large	80	60	6	4	0	20	60	4	1	2	3	192	Contains Milk.
Americano w/ Cream	Hot	Medium	80	60	6	4	0	20	55	4	1	2	3	96	Contains Milk.
Americano w/ Cream	Hot	Small	80	60	6	4	0	20	50	4	1	2	3	96	Contains Milk.
Americano w/ Cream	Iced	Large	80	60	6	4	0	20	55	4	1	2	3	192	Contains Milk.
Americano w/ Cream	Iced	Medium	80	60	6	4	0	20	50	4	1	2	3	96	Contains Milk.
Americano w/ Cream	Iced	Small	80	60	6	4	0	20	45	4	1	2	3	96	Contains Milk.



	Type	Size	Total calories (kcal)	Calories from fat (fat cal)	Total fat (g)	Saturated fat (g)	Trans fat (g)	Cholesterol (mg)	Sodium (mg)	Total Carbs (g)	Dietary fiber (g)	Total sugars (g)	Protein (g)	Caffeine (mg)	Allergies
Latte	Hot	Large	300	90	10	6	0	40	300	33	1	28	21	190	Contains Milk.
Latte	Hot	Medium	260	80	9	5	0	35	260	28	1	25	18	95	Contains Milk.
Latte	Hot	Small	190	60	6	4	0	25	190	20	1	18	13	95	Contains Milk.
Latte	Iced	Large	230	70	8	4.5	0	30	230	26	1	21	16	190	Contains Milk.
Latte	Iced	Medium	190	60	6	4	0	25	190	20	1	18	13	95	Contains Milk.
Latte	Iced	Small	120	35	4	2.5	0	15	115	13	1	11	8	95	Contains Milk.
Caramel Latte	Hot	Large	400	90	10	6	0	40	360	59	1	49	20	190	Contains Milk.
Caramel Latte	Hot	Medium	360	70	8	5	0	35	320	54	1	45	17	95	Contains Milk.
Caramel Latte	Hot	Small	290	50	6	3.5	0	25	250	46	1	38	12	95	Contains Milk.
Caramel Latte	Iced	Large	330	60	7	4.5	0	30	290	52	1	42	15	190	Contains Milk.
Caramel Latte	Iced	Medium	290	50	6	3.5	0	25	250	46	1	38	12	95	Contains Milk.
Caramel Latte	Iced	Small	220	30	3.5	2	0	15	170	39	1	31	7	95	Contains Milk.
Hazelnut Latte	Hot	Large	360	90	10	6	0	40	280	51	1	45	20	190	Contains Milk.
Hazelnut Latte	Hot	Medium	320	70	8	5	0	35	240	46	1	42	17	95	Contains Milk.
Hazelnut Latte	Hot	Small	250	50	6	3.5	0	25	170	38	1	35	12	95	Contains Milk.
Hazelnut Latte	Iced	Large	290	60	7	4.5	0	30	210	43	1	38	15	190	Contains Milk.
Hazelnut Latte	Iced	Medium	250	50	6	3.5	0	25	170	38	1	35	12	95	Contains Milk.
Hazelnut Latte	Iced	Small	180	30	3.5	2	0	15	95	31	1	28	7	95	Contains Milk.
Salted Caramel Latte	Hot	Large	380	90	10	6	0	40	380	56	1	50	20	190	Contains Milk.
Salted Caramel Latte	Hot	Medium	340	70	8	5	0	35	350	51	1	47	17	95	Contains Milk.
Salted Caramel Latte	Hot	Small	270	50	6	3.5	0	25	270	43	1	40	12	95	Contains Milk.
Salted Caramel Latte	Iced	Large	310	60	7	4.5	0	30	310	48	1	43	15	190	Contains Milk.
Salted Caramel Latte	Iced	Medium	270	50	6	3.5	0	25	270	43	1	40	12	95	Contains Milk.
Salted Caramel Latte	Iced	Small	200	30	3.5	2	0	15	200	36	1	33	7	95	Contains Milk.



	Type	Size	Total calories (kcal)	Calories from fat (fat cal)	Total fat (g)	Saturated fat (g)	Trans fat (g)	Cholesterol (mg)	Sodium (mg)	Total Carbs (g)	Dietary fiber (g)	Total sugars (g)	Protein (g)	Caffeine (mg)	Allergies
Vanilla Latte	Hot	Large	360	90	10	6	0	40	280	51	1	46	20	190	Contains Milk.
Vanilla Latte	Hot	Medium	320	70	8	5	0	35	240	46	1	43	17	95	Contains Milk.
Vanilla Latte	Hot	Small	250	50	6	3.5	0	25	170	38	1	36	12	95	Contains Milk.
Vanilla Latte	Iced	Large	290	60	7	4.5	0	30	210	43	1	39	15	190	Contains Milk.
Vanilla Latte	Iced	Medium	250	50	6	3.5	0	25	170	38	1	36	12	95	Contains Milk.
Vanilla Latte	Iced	Small	180	30	3.5	2	0	15	95	31	1	29	7	95	Contains Milk.
White Chocolate Latte	Hot	Large	390	90	10	6	0	40	360	58	1	50	21	190	Contains Milk.
White Chocolate Latte	Hot	Medium	350	80	9	5	0	35	320	52	1	46	18	95	Contains Milk.
White Chocolate Latte	Hot	Small	280	50	6	3.5	0	25	240	45	1	39	13	95	Contains Milk.
White Chocolate Latte	Iced	Large	320	70	8	4.5	0	30	280	50	1	43	16	190	Contains Milk.
White Chocolate Latte	Iced	Medium	280	50	6	3.5	0	25	240	45	1	39	13	95	Contains Milk.
White Chocolate Latte	Iced	Small	210	30	3.5	2	0	15	170	37	1	32	8	95	Contains Milk.
Oat Milk Latte	Hot	Large	380	140	16	2	0	0	320	48	3	6	9	190	
Oat Milk Latte	Hot	Medium	320	130	14	2	0	0	280	41	2	5	8	95	
Oat Milk Latte	Hot	Small	230	90	10	1.5	0	0	200	30	2	4	6	95	
Oat Milk Latte	Iced	Large	290	110	12	1.5	0	0	240	37	3	5	7	190	
Oat Milk Latte	Iced	Medium	230	90	10	1.5	0	0	200	30	2	4	6	95	
Oat Milk Latte	Iced	Small	140	50	6	1	0	0	120	19	1	2	4	95	
Mocha	Hot	Large	500	170	18	12	0	70	460	69	1	62	19	190	Contains Milk.
Mocha	Hot	Medium	430	140	16	11	0	60	400	59	1	54	16	95	Contains Milk.
Mocha	Hot	Small	310	100	11	8	0	45	290	43	1	39	12	95	Contains Milk.
Mocha	Iced	Large	380	120	14	9	0	55	340	53	1	47	15	190	Contains Milk.
Mocha	Iced	Medium	310	100	11	8	0	45	290	43	1	39	12	95	Contains Milk.
Mocha	Iced	Small	190	60	7	4.5	0	25	170	26	1	23	7	95	Contains Milk.



	Type	Size	Total calories (kcal)	Calories from fat (fat cal)	Total fat (g)	Saturated fat (g)	Trans fat (g)	Cholesterol (mg)	Sodium (mg)	Total Carbs (g)	Dietary fiber (g)	Total sugars (g)	Protein (g)	Caffeine (mg)	Allergies
Dark Chocolate Mocha	Hot	Large	570	150	17	11	0	65	460	91	1	82	18	190	Contains Milk.
Dark Chocolate Mocha	Hot	Medium	500	140	15	10	0	55	400	81	1	74	15	95	Contains Milk.
Dark Chocolate Mocha	Hot	Small	380	90	10	7	0	40	280	65	1	58	11	95	Contains Milk.
Dark Chocolate Mocha	Iced	Large	450	120	13	8	0	50	340	74	1	66	14	190	Contains Milk.
Dark Chocolate Mocha	Iced	Medium	380	90	10	7	0	40	280	65	1	58	11	95	Contains Milk.
Dark Chocolate Mocha	Iced	Small	260	50	6	4	0	20	170	48	1	43	6	95	Contains Milk.
Salted Caramel Mocha	Hot	Large	570	150	17	11	0	65	530	90	1	82	18	190	Contains Milk.
Salted Caramel Mocha	Hot	Medium	500	140	15	10	0	55	480	80	1	74	15	95	Contains Milk.
Salted Caramel Mocha	Hot	Small	380	90	10	7	0	40	360	63	1	59	11	95	Contains Milk.
Salted Caramel Mocha	Iced	Large	450	120	13	8	0	50	420	73	1	67	14	190	Contains Milk.
Salted Caramel Mocha	Iced	Medium	380	90	10	7	0	40	360	63	1	59	11	95	Contains Milk.
Salted Caramel Mocha	Iced	Small	260	50	6	4	0	20	250	47	1	43	6	95	Contains Milk.
Vanilla Mocha	Hot	Large	550	150	17	11	0	65	430	85	1	78	18	190	Contains Milk.
Vanilla Mocha	Hot	Medium	480	140	15	10	0	55	370	75	1	70	15	95	Contains Milk.
Vanilla Mocha	Hot	Small	360	90	10	7	0	40	260	58	1	55	11	95	Contains Milk.
Vanilla Mocha	Iced	Large	430	120	13	8	0	50	320	68	1	63	14	190	Contains Milk.
Vanilla Mocha	Iced	Medium	360	90	10	7	0	40	260	58	1	55	11	95	Contains Milk.
Vanilla Mocha	Iced	Small	240	50	6	4	0	20	140	42	1	39	6	95	Contains Milk.
White Chocolate Mocha	Hot	Large	650	200	22	14	0	90	510	95	1	86	19	190	Contains Milk.
White Chocolate Mocha	Hot	Medium	560	170	19	12	0	75	460	84	1	77	17	95	Contains Milk.
White Chocolate Mocha	Hot	Small	420	120	13	8	0	50	340	66	1	60	12	95	Contains Milk.
White Chocolate Mocha	Iced	Large	530	160	18	11	0	75	400	79	1	71	15	190	Contains Milk.
White Chocolate Mocha	Iced	Medium	440	130	14	9	0	60	340	68	1	62	12	95	Contains Milk.
White Chocolate Mocha	Iced	Small	300	70	8	5	0	35	230	50	1	45	8	95	Contains Milk.



	Type	Size	Total calories (kcal)	Calories from fat (fat cal)	Total fat (g)	Saturated fat (g)	Trans fat (g)	Cholesterol (mg)	Sodium (mg)	Total Carbs (g)	Dietary fiber (g)	Total sugars (g)	Protein (g)	Caffeine (mg)	Allergies
Zero Sugar Added Mocha	Hot	Large	630	380	43	28	0	140	350	47	1	15	17	190	Contains Milk.
Zero Sugar Added Mocha	Hot	Medium	550	330	36	24	0	120	310	43	1	12	15	95	Contains Milk.
Zero Sugar Added Mocha	Hot	Small	410	220	24	16	0	80	230	39	1	8	11	95	Contains Milk.
Zero Sugar Added Mocha	Iced	Large	490	280	31	20	0	100	270	43	1	10	13	190	Contains Milk.
Zero Sugar Added Mocha	Iced	Medium	410	220	24	16	0	80	230	39	1	8	11	95	Contains Milk.
Zero Sugar Added Mocha	Iced	Small	270	110	12	8	0	40	150	35	1	4	7	95	Contains Milk.
Cold Brew	Iced	Large	20	0	0	0	0	0	70	4	0	0	1	301	Contains Milk.
Cold Brew	Iced	Medium	15	0	0	0	0	0	50	3	0	0	1	226	Contains Milk.
Cold Brew	Iced	Small	10	0	0	0	0	0	35	2	0	0	1	151	Contains Milk.
Cold Brew w/ Cream	Iced	Large	90	50	6	4	0	20	100	6	0	2	3	301	Contains Milk.
Cold Brew w/ Cream	Iced	Medium	80	50	6	4	0	20	85	5	0	2	3	226	Contains Milk.
Cold Brew w/ Cream	Iced	Small	80	50	6	4	0	20	65	4	0	2	3	151	Contains Milk.
Cold Brew w/ Sweet Cream	Iced	Large	140	25	2.5	1.5	0	10	75	28	0	20	2	285	Contains Milk.
Cold Brew w/ Sweet Cream	Iced	Medium	140	25	2.5	1.5	0	10	60	27	0	20	2	205	Contains Milk.
Cold Brew w/ Sweet Cream	Iced	Small	130	25	2.5	1.5	0	10	40	26	0	20	1	130	Contains Milk.
Cold Brew w/ Soft Top	Iced	Large	120	70	8	7	0	5	90	10	0	5	2	264	Contains Milk, Soy.
Cold Brew w/ Soft Top	Iced	Medium	110	70	8	7	0	5	75	9	0	5	1	188	Contains Milk, Soy.
Cold Brew w/ Soft Top	Iced	Small	110	70	8	7	0	5	55	8	0	5	1	113	Contains Milk, Soy.
Campin' Cold Brew	Iced	Large	290	90	10	9	0	15	140	47	0	40	4	205	Contains Milk, Soy.
Campin' Cold Brew	Iced	Medium	280	90	10	9	0	15	125	46	0	40	3	130	Contains Milk, Soy.
Campin' Cold Brew	Iced	Small	280	90	10	9	0	15	105	45	0	40	3	55	Contains Milk, Soy.
Campin' Nitro Cold Brew	Iced	Nitro	290	90	10	9	0	15	250	47	0	40	4	295	Contains Milk, Soy.
Hazelnut Cold Brew w/ Cream	Iced	Large	170	50	6	4	0	20	95	25	0	21	3	245	Contains Milk.
Hazelnut Cold Brew w/ Cream	Iced	Medium	160	50	6	4	0	20	75	24	0	21	3	170	Contains Milk.

Exhibits 6

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83-076029

RECORDING REQUESTED BY:

Sweetwater Town & Country

WHEN RECORDED MAIL TO:

Aylward, Kintz, Stiska,
 Wassenaar & Shannahan
 225 Broadway, Suite 2100
 San Diego, CA 92101
 Attn: E. B. Spellman, Esq.

 RECORDED IN
 OFFICIAL RECORDS
 OF SAN DIEGO COUNTY, CA.

1983 MAR 10 AM 8:45

 VERA L. LITTLE
 COUNTY RECORDER

RF	52
MG	3
UF	—
TXPD	—

SPACE ABOVE FOR RECORDER'S USE

SUPPLEMENTAL DECLARATION OF RESTRICTIONS

AND GRANT OF EASEMENTS

No documentary transfer tax is payable, because no property interest has been conveyed.

This SUPPLEMENTAL DECLARATION (the "Supplemental Declaration") is made the 1st day of March, 1983 by SWEETWATER TOWN & COUNTRY (formerly, SOUTH BAY TOWN & COUNTRY), a California general partnership ("Declarant"), with reference to the following facts:

RECITALS

A. Declarant is the sole owner of fee title to certain real property located in the City of National City, County of San Diego, State of California commonly known as Sweetwater Town & Country Shopping Center (the "Shopping Center"). The Shopping Center is being developed in two phases (hereafter referred to as Phase I and Phase II, respectively). Phases I and II are more particularly described below in this Supplemental Declaration.

B. Declarant executed a certain Declaration of Restrictions and Grant of Easements dated December 6, 1976 (the "Initial Declaration") and recorded on December 10, 1976 in the

83-076029

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official records of San Diego County as File/Page No.

76-414393. The Initial Declaration affects a portion of the Shopping Center described as follows:

Parcel A of Lot 2 of Sweetwater Town & Country Shopping Center according to map thereof No. 8432 filed in the Office of the County Recorder of San Diego County on December 10, 1976.

C. Declarant subsequently executed a certain Declaration of Restrictions and Grant of Easements dated December 14, 1976 (the "Declaration") and recorded on December 29, 1976 in the official records of San Diego County as File/Page No.

76-437509. The Declaration affects the entire Shopping Center, previously described as:

Lots 1 through 11, inclusive, of Sweetwater Town & Country Shopping Center according to map thereof No. 8432 filed in the Office of the County Recorder of San Diego County on December 10, 1976.

D. The first phase ("Phase I") of the development of the Shopping Center is more particularly described on Exhibit "A-1" and depicted on Exhibit "A-2."

E. Declarant intends to develop the second phase of the Shopping Center ("Phase II") and thereafter to sell and lease portions of Phase II to third parties. Phase II is more particularly described on Exhibit "B-1." The Site Plan of Phase II and the Parcel Map of Phase II are attached hereto as Exhibits "B-2" and "B-3", respectively. Declarant wishes to supplement the Declaration and the general plan of improvement described therein in order to facilitate and regulate development of Phase II. Declarant further desires to grant certain rights of ingress and egress over Phase I for the

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benefit of all owners and tenants of any portion of Phase II .
Declarant intends, on behalf of itself and its successors and
assigns, that Declarant and all other Owners (as hereafter
defined) be bound by this Supplemental Declaration, even if
other persons having an interest in the Shopping Center may not
be so bound.

DECLARATION

NOW, THEREFORE, Declarant hereby declares that this
Supplemental Declaration is made in order to further the
general plan of improvement described in the Declaration, for
the benefit of Declarant and all owners of all or any portion
of the real property subject thereto. Declarant further
declares that the Shopping Center is and shall be held,
conveyed, mortgaged, encumbered, leased, rented, used,
occupied, sold and improved subject to the limitations,
covenants, conditions, restrictions, easements, liens and
charges stated in the Declaration and this Supplemental
Declaration, all of which are equitable servitudes and shall
run with title to the land and shall be binding on, and inure
to the benefit of, all parties having or acquiring any right,
title or interest in any portion of the Shopping Center and
their respective tenants, heirs, legal representatives,
successors and assigns.

ARTICLE 1DEFINITIONS

1.1 Common Area is defined in Section 7.4 of the Declaration. Common Area located on Phase I is sometimes referred to as Phase I Common Area. Common Area located on Phase II is sometimes referred to as Phase II Common Area. Phase II Common Area shall consist of all those portions of Phase II not shown as building areas on the Site Plan of Phase II attached hereto as Exhibit B-2.

1.2 Declarant means SWEETWATER TOWN & COUNTRY (referred to in the Declaration as "SOUTH BAY"), a California general partnership, and its successors and assigns which acquire or hold record title to all or any portion of the Shopping Center, provided Declarant records a document which expressly names such party as Successor Declarant and assigns the rights and duties of Declarant hereunder.

1.3 Owner means the record owner, whether one or more persons or entities, of fee simple title to any lot or parcel within the Shopping Center, including Declarant, but excluding those holding such an interest merely as security for the performance of an obligation.

1.4 Phase I means the portions of the Shopping Center located on Lot 1 and Lots 3 through 11, as more particularly described on Exhibit A-1 hereto and as depicted on Exhibit A-2 hereto.

1.5 Phase II means the proposed new development to be located on the portion of the Shopping Center described on

Exhibit B-1. The Site Plan of Phase II is depicted on Exhibit B-2. The Parcel Map of Phase II is attached hereto as Exhibit B-3.

1.6 Theatre Parcel means the portion of Phase II described on Exhibit "C" as the "Theatre Parcel" and depicted as such on Exhibits B-2 and B-3.

ARTICLE 2

MANAGEMENT AND MAINTENANCE OF SHOPPING CENTER

2.1 Common Area Management. Declarant shall act as the manager of the Shopping Center, with the following rights and duties:

(a) Common Area Maintenance.

(i) The Owner of each portion of the Phase II Common Area shall be responsible, at its sole cost, for completing the initial improvements to such portion, including the construction of parking areas, access roads, and other improvements comparable to those in place for the Phase I Common Area. Thereafter, Declarant shall repair, operate, improve, manage, maintain and control all the Common Area on both Phase I and Phase II and all structures, facilities, improvements, and landscaping located thereon in a good condition and state of repair, in accordance with Sections 7.6 through 7.12 of the Declaration, for the benefit of all present and future Owners and tenants. The management function includes the right to place and maintain signs on the Common Area in order to identify the Shopping Center, regulate traffic

access and parking, and protect the health, safety and welfare of all Owners and tenants and their agents, employees, licensees, customers and guests. The pylon sign to be erected on Phase II pursuant to Section 4.2 of this Supplemental Declaration shall be constructed and installed at the cost and expense of the Owners and tenants using such sign. This pylon sign shall be thereafter maintained as provided in Section 4.2 of this Supplemental Declaration.

(ii) Declarant may enter into contracts, with third parties and/or parties affiliated with Declarant, for services or materials for the purposes provided for in subsection (i), provided that:

(1) Such contracts are (A) competitively priced, (B) the product of good faith business negotiations and (C) reasonably believed by Declarant to be both in the best interest of the Owners and a reasonable manner in which to effectuate Declarant's obligations under this Section 2.1(a); and

(2) In the case of contracts providing for the payment of amounts in excess of Twenty-Five Thousand Dollars (\$25,000) in any given twelve (12) month period or having a duration of more than twelve (12) months or which pertain to a Capital Maintenance Expense (as defined in Section 2.1(a)(iv), below), the Owners shall have fifteen (15) business days in which to review any such contract and to cancel the same without liability in the event that Owners representing the ownership of not less than two-thirds (2/3) of the land

included within the Shopping Center elect to contract with a different party (an "Owner Approved Contract").

(iii) If the Owners elect an Owner Approved Contract pursuant to subsection (ii)(2), Declarant shall either (A) adopt such contract or (B) continue to itself provide the services covered by such contract. In the event that alternative (A) is adopted, Declarant shall bear no responsibility for the level or quality of the work performed by such contractor. Declarant may enter into the contracts contemplated in subsection (ii) with a party affiliated with Declarant, provided the total amount of any management or administrative fee payable to Declarant and/or Declarant's affiliates under such contracts does not exceed the ten percent (10%) management fee recoverable by Declarant under Section 7.11 of the Declaration.

(iv) A "Capital Maintenance Expenditure" shall include any maintenance-related expenditure which would, under generally accepted accounting principles, as the same may be interpreted from time to time by a nationally recognized public accounting firm selected by Declarant, be required to be depreciated rather than expensed, and which has, or is reasonably projected to have, a total cost in excess of Twenty-Five Thousand Dollars (\$25,000). While it is recognized that certain expenses may need to be incurred in order to maintain the Common Area in good working order, and that these expenditures may require capitalized treatment, nothing contained in the Declaration or in this Supplemental

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Declaration shall be deemed to give rise to or vest in Declarant or any other person the right to construct or to contract for the construction of new capital improvements, other than those which are (1) in replacement of Common Area Improvements which due to their state of repair or due to relocations or modification permitted by Section 3.1 and/or 3.2, below, require replacement, (2) required by law or applicable administrative rules or regulations or (3) reasonably projected to result in operating savings which, when annualized over the useful life of such improvement, as determined in accordance with generally accepted accounting principles in effect at the time of the acquisition of such capital improvements, and discounted by a factor of ten percent (10%), are greater than the costs of the capital improvement in question.

(v) In the event that Declarant fails to carry out its obligations under this Article 2 in a commercially reasonable manner, each Owner shall have the right, after giving Declarant not less than ten (10) business days' prior written notice specifying in reasonable detail the nature of Declarant's failure to maintain and repair the Common Area located upon any land held in fee by such Owner, as well as upon such access and sign easements servicing such Owner's land, and in exercise of these maintenance and repair functions, shall have the right to use the easements described in Section 2.3, below. No Owner may exercise this self-help remedy if Declarant commences in good faith to cure the default

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specified in any default notice sent pursuant to the preceding sentence within ten (10) business days after receipt of such default notice and thereafter diligently prosecutes such cure to completion. In the event any Owner elects to exercise this self-help remedy with respect to the Common Area located on the parcel owned by it, it will be relieved thereafter of any obligation to reimburse Declarant or any other Owner for any maintenance or repair cost incurred in connection with any other portions of the Common Area, but only to the extent that such Owner maintains the Common Area located on its parcel in accordance with the Declaration and this Supplemental Declaration and pays all costs of maintaining such Common Area.

(b) Architectural Review. Declarant shall maintain overall quality standards for buildings and improvements within the Shopping Center by reviewing improvement plans and specifications. No improvements shall be erected, placed, altered, maintained or permitted to remain on any portion of the Shopping Center until building plans and specifications have been reviewed and approved by Declarant. Declarant's review shall be limited to the following matters: the grade of the land and the exterior elevations, size, colors, style, materials, finishes, screening and lighting of buildings and improvements. Declarant's approval shall not be unreasonably withheld and will be deemed given in the event Declarant's disapproval is not given within thirty (30) days after receipt of plans and specifications.

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(c) Assessments. Declarant shall determine, levy and collect Maintenance Assessments to cover the costs of managing and maintaining the Common Area and performing its other duties hereunder and Capital Assessments, in accordance with Section 7.11 of the Declaration and Article 6 of this Supplemental Declaration.

(d) Enforcement. Declarant, in its own name or on behalf of any Owner who consents, may maintain legal or equitable actions or proceedings to recover damages or to restrain and enjoin any actual or threatened breach of any provision of the Declaration or this Supplemental Declaration or to enforce any such provision by mandatory injunction or otherwise.

(e) Common Area Lighting.

(i) Declarant acknowledges that Owners of parcels in the Shopping Center may require, for the convenience and safety of members of the public, that portions of the Shopping Center be illuminated after the normal business hours of the Shopping Center. Declarant agrees to provide such after-hours illumination upon request of any Owner (the "Requesting Owner"). The terms and conditions under which such after-hours illumination is provided shall be mutually acceptable to Declarant and the Requesting Owner.

(ii) In the event Declarant fails to provide after-hours illumination and such failure has an immediate, materially adverse effect on the business conducted by any Requesting Owner, such Requesting Owner shall have the right to

effect emergency repairs to the lighting system of the Shopping Center, provided such Requesting Owner has first attempted in good faith to notify Declarant of such failure and to advise Declarant of such Requesting Owner's proposed plan of action to remedy such failure. Any Requesting Owner effecting such emergency repairs shall be entitled to reimbursement by Declarant for the cost and expense of such emergency repairs, provided such Requesting Owner furnishes reasonably detailed invoices for same and such emergency repairs are made in a workmanlike and commercially reasonable manner.

(iii) If, as a result of Declarant's negligence, fault or financial condition, such lighting is not provided, or is provided only on an unreliable basis, subject to the provisions in subsection (ii) relating to emergency repairs, the Requesting Owner shall give Declarant written notice of default, specifying in reasonable detail the nature of Declarant's default. Declarant shall have thirty (30) days after receipt of the default notice to cure the default(s) specified by the Requesting Owner (or in the case of a default which by its nature cannot be cured within said 30-day period to diligently commence good faith efforts to cure such default(s)). If Declarant fails to cure such default(s) or to commence good faith efforts to cure such defaults, whichever may be applicable, within said 30-day period, the Requesting Owner shall have the right to make separate provision for the acquisition and payment of such lighting, and is hereby granted such easements as may be reasonably required to effectuate the

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intent of this subsection (iii). In the event a Requesting Owner so elects to make separate provision for lighting, such Requesting Owner will be relieved from paying any portion of the Common Area costs relating to the providing of lighting to the Common Area, but only to the extent that such Requesting Owner pays directly all lighting costs allocable to the parcel owned by such Requesting Owner and the additional cost of lighting other portions of the Shopping Center which are illuminated after the normal business hours of the Shopping Center at the request of the Requesting Owner. No Requesting Owner shall have the right to make separate provision for lighting if Declarant's failure to provide after-hours illumination is due to circumstances beyond the reasonable control of all Owners (financial ability excluded) due to the occurrence of an event of force majeure or otherwise.

2.2 Designation of Successor Manager. In the event Declarant ceases to own any portion of the Shopping Center or withdraws or ceases to serve as the manager of the Shopping Center, the Owners shall elect a successor manager by a vote of the Owners of at least fifty-one percent (51%) of the acreage included within the Shopping Center. Such successor manager shall have the rights and shall perform the duties of Declarant specified in this Article.

2.3 Access for Declarant. Declarant hereby reserves for itself, its employees, agents and contractors the right to enter upon the Common Area and upon any other portion of the Shopping Center, to the extent necessary, to repair, improve,

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maintain and operate the Common Area and to perform all other rights and obligations of Declarant under the terms of the Declaration or this Supplemental Declaration. Such right of entry upon portions of the Shopping Center other than the Common Area shall be exercised so as to interfere as little as reasonably possible with the possession, use and enjoyment of the Owner of such portion and shall be preceded by reasonable notice whenever circumstances permit.

2.4 Maintenance by Owners. The exterior of all buildings and improvements (other than those located upon or within the Common Area) shall be regularly repaired (including replacements where necessary) and maintained by the Owner thereof in good, sightly and well-kept condition, in accordance with the general standards of the Shopping Center. If any Owner fails to perform such maintenance or to require his tenant to do so, Declarant may give written notice to the Owner stating the maintenance or repair work which is required and requesting that the same be carried out within a reasonable and specified period, which shall include at least ten (10) days after the date notice is given. If the Owner fails to timely comply with such request, Declarant may cause such work to be done. The sum expended for such maintenance or repair, plus interest at the rate specified in Section 7.9 of the Declaration, shall be payable to and upon demand of Declarant and shall be a charge on the land and a continuing lien on the property on which the repair or maintenance was made. The total amount shall also be the joint and several personal

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obligation of the Owner and all occupants of such property, except that the personal obligation for such amount shall not pass to successors in interest unless expressly assumed by them.

ARTICLE 3

COMMON AREA

3.1 Phase II Common Area. Pursuant to Section 7.4 of the Declaration, Declarant reserved the right to establish and change the general shape, configuration and location of buildings and adjacent Common Area on Phase II and to change the sizes and arrangements of the building areas and the Phase I Common Area, without the consent of any tenant or other party, provided the square footage of Common Area for the entire Shopping Center is not less than two times the square footage of the aggregate building area for the entire Shopping Center.

3.2 Modification of Phase II Common Area. Declarant retains the right to change the sizes and arrangements of the building area and the Phase II Common Area in accordance with Section 7.4 of the Declaration, subject to the following additional limitations. Without the consent of the Owner of the Theatre Parcel, Declarant shall not: (a) alter the building area of the Theatre Parcel; (b) alter the Common Area in a way which fails to provide reasonably direct access to the Theatre Parcel from Sweetwater Road; or (c) reduce the Common Area parking spaces located on the Theatre Parcel if it will necessitate a reduction in the seating capacity of the theatre

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(if a theatre is then being operated on the Theatre Parcel) or a reduction in the then existing use of such parcel or a proposed use permitted under Section 5.2 (if a theatre is not then being operated on the parcel, or if the theatre use is about to be discontinued by the owner of the Theatre Parcel, or if the Theatre Parcel is then being or about to be used for purposes in addition to a theatre). Without the consent of Declarant, the Owner of the Theatre Parcel may not alter the building area of the Theatre Parcel if such alterations will decrease the number of Common Area parking spaces. Neither Declarant nor the Owner of the Theatre Parcel shall reduce the Common Area parking spaces on the Theatre Parcel below the following minimum standards: one (1) parking space for each two hundred (200) square feet of office space and one (1) parking space for each two hundred fifty (250) square feet of retail space. Any change in use of the Theatre Parcel shall comply with such minimum parking standards. Declarant agrees to review said standards periodically and to revise them, if appropriate, to reflect changed circumstances during the term of this Supplemental Declaration.

3.3 Grant of Non-Exclusive Easement. Declarant hereby grants to all present and future Owners and tenants of any portion of the Shopping Center, and their agents, employees, licensees, customers and guests, a non-exclusive easement over and upon the Common Area of both Phase I and Phase II for the purpose of vehicular and pedestrian ingress and egress and the parking of motor vehicles. Such non-exclusive easement shall

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be appurtenant to the respective land of each such Owner and the leased premises of each such tenant. The easement of each Owner shall inure to the benefit of its successors and assigns; the easement of each tenant shall automatically terminate upon the expiration or termination of its lease. This provision supplements Section 7.5 of the Declaration, and the non-exclusive easements therein granted are hereby granted to each Owner.

3.4 Rules and Regulations. Section 7.7 of the Declaration, which authorizes the Owners to adopt reasonable nondiscriminatory rules and regulations for the Common Area subject to the consent of certain parties, is supplemented to provide that all such rules and regulations must be approved by Nationwide Theatres Corp., a California corporation. The Owner of the Theatre Parcel agrees on behalf of itself and its successors and assigns that its employees will comply with the provisions of such rules and regulations relating to employee parking.

ARTICLE 4

EASEMENTS FOR ACCESS AND SIGNS

4.1 Grant of Access Easement. Declarant hereby grants to each Owner and tenant of any portion of Phase II, and their agents, employees, licensees, customers and guests, a permanent, non-exclusive easement for ingress and egress by vehicular and pedestrian traffic upon, over and across Parcel 4 of Phase II, except where any signs, landscaping, planters,

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lights, or other parking lot improvements may be located, together with a right of pedestrian passage over and upon all sidewalks adjacent to said area; provided, however, that none of the grantees mentioned above may at any time do any act or acts which will prevent or hinder such ingress, egress or parking. Said ingress and egress shall be limited to not more than one specific route, twenty-five (25) feet or more in width, capable of being traversed in each direction by conventional passenger automobiles and other motor vehicles suitable for travel on the public highways. Declarant may change the route and location of said ingress and egress from time to time, provided such change will provide reasonably direct access to Phase II. The access easement described herein shall be maintained by Declarant as part of the Common Area in accordance with Section 2.1 of this Supplemental Declaration.

4.2 Pylon Signs.

(a) Installation and Maintenance of Theatre Pylon Sign. Declarant hereby grants to each Owner and tenant of any portion of Phase II an easement for the installation, maintenance and non-exclusive use of a certain pylon sign (the "Theatre Pylon Sign") at the location indicated on Exhibit B-2. Section 4.5 shall apply to any pylon sign, including the Theatre Pylon Sign, constructed or installed at any time in the Shopping Center. The initial installation of the Theatre Pylon Sign will be under the direction and control of the Owner of the Theatre Parcel. No Owner or tenant will be entitled to

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place any sign (hereafter, "store sign") upon the Theatre Pylon Sign until it has first paid to the Owner of the Theatre Parcel an amount equal to such Owner's or tenant's pro rata share of the cost of construction of the Theatre Pylon Sign. An Owner's or tenant's pro rata share of such construction cost shall be determined in proportion to the square footage of its store sign. Once installed, the Theatre Pylon Sign shall be deemed to be a Common Area improvement which Declarant is responsible for maintaining pursuant to Section 2.1 above; provided, however, that (i) the cost and expense of maintaining the Theatre Pylon Sign shall be paid solely by the Owners and/or tenants using the Theatre Pylon Sign, with costs shared among them based upon the area of their respective store signs and (ii) the costs incurred in connection with the initial installation of, change in, or the removal of the store sign of any Owner or tenant on the Theatre Pylon Sign shall be paid solely by such Owner or tenant.

(b) Use and Relocation of Theatre Pylon Sign. For as long as the Theatre Parcel is used for theater purposes, unless the Owner of the Theatre Parcel consents: (i) no other user of the Theatre Pylon Sign shall have its store sign located higher than the theatre's store sign; and (ii) no other pylon sign shall be erected within two hundred fifty (250) feet of, or which unreasonably obstructs the visibility of, the Theatre Pylon Sign. Declarant shall have the right to change the location of the Theatre Pylon Sign, from time to time, provided a comparable location is provided which insures

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reasonable visibility of the Theatre Pylon Sign and provided further that the Theatre Pylon Sign shall not be relocated in a manner which obscures the visibility (from the freeway on/off ramp located to the north of the Theatre Parcel) of any "current attractions sign" or "reader board" placed on the exterior of the northerly wall of any theatre constructed on the Theatre Parcel. The cost of any relocation of the Theatre Pylon Sign shall be the sole cost and expense of Declarant.

(c) Additional Pylon Signs. Declarant shall have the right to construct and install additional pylon signs on the Common Area, provided any such additional pylon sign complies with all the provisions of this Section 4.2. The cost of installing and maintaining any such additional pylon signs shall be borne by the Owners and/or tenants using same in proportion to the area of their store signs.

4.3 Monument Sign. In the event Declarant determines to provide a monument sign located on Phase I, Declarant hereby grants to each Owner and tenant of the Shopping Center a non-exclusive right to use such sign. Section 4.5 shall apply to this monument sign, and any other monument sign constructed or installed at any time in the Shopping Center. All costs of constructing, installing and maintaining such sign shall be shared pro rata among all parties using it, based upon the area of their respective signs. Declarant has the right to change the location of the monument sign, from time to time, provided a reasonably comparable location is provided.

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4.4 Access for Emergency Vehicles. Declarant hereby grants to the City of National City ("City") a permanent, non-exclusive easement for access, for emergency vehicles, fire protection equipment and life safety systems and appliances over and across the Common Area of both Phase I and Phase II, including the access easement described in Section 4.1, in accordance with City Ordinance 1591 and Uniform Fire Code Sections 13.206, 13.207, 13.208(a) through (e) and 13.302(a) and (b) as required by the City's Fire Department. The City may enter the Shopping Center in order to perform necessary maintenance work for such access easements, and the City may place a tax lien on the property to recover the cost thereof.

4.5 Allocation of Signage Rights. Subject to the review and approval of the City, Declarant shall have the exclusive right to determine (a) which Owners and/or tenants shall have the right to place their store signs on any pylon signs and monument signs constructed or installed at any time in the Shopping Center, and (b) the size, color and placement of store signs on such pylon and monument signs; provided, however, that as to the Theatre Pylon Sign, approval of the matters listed in clauses (a) and (b) shall not be unreasonably withheld if (x) a store sign has been approved by the Owner of the Theatre Parcel and the (y) premises to which such store sign pertains is located on Phase II. No store sign shall be placed on any pylon or monument sign, including the Theatre Pylon Sign, without the prior written approval of Declarant and/or the City, as the case may be, it being understood that Declarant has granted, in Section 4.2(b) above, the Owner of the Theatre

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Parcel the right to install and maintain the highest store sign on the Theatre Tylon Sign.

ARTICLE 5

COVENANTS RELATING TO NATIONWIDE THEATRES CORP.

5.1 Exclusive Theatre Use. Nationwide Theatres Corp. and its successors and assigns shall have the exclusive right, within the Shopping Center, to operate a theater facility which is primarily or regularly used for the commercial exhibition of feature films; provided, however, that this exclusive right shall not preclude the showing of feature films which are not in their first run by other Owners or tenants within the Shopping Center, so long as: (a) no admission fee is charged for such exhibition, and (b) such showing is incidental to such Owner's or tenant's primary business as a restaurant or food service operation. Nationwide Theatres Corp. and its successors and assigns agree and covenant with Declarant and all present and future Owners and tenants of the Shopping Center not to show pornographic movies or movies of a type not typically shown by comparable theaters in comparable shopping center locations. This latter covenant shall run with the land pursuant to Section 9.3.

5.2 Use Restrictions for Theatre Parcel. Except for Common Area located thereon, the Theatre Parcel shall be used only for a theatre facility and for directly related and incidental uses for a period of fifteen (15) years from the date of recordation of this Supplemental Declaration, unless

Declarant's prior written consent is obtained. Declarant's consent to any other use during said fifteen-year period shall not be unreasonably withheld but such consent can be withheld if Declarant reasonably determines that the proposed use: (a) is not compatible with, or will have an adverse impact on, the Shopping Center or other tenants of the Shopping Center, provided that an overall incompatibility or adverse impact on the Shopping Center or such tenants is the basis for Declarant's disapproval, rather than the direct competitive effect of individual retail merchants or restaurants; or (b) will violate existing covenants with tenants or Owners of other portions of the Shopping Center; or (c) does not comply with the provisions of the Declaration or this Supplemental Declaration. After said fifteen-year period, the Theatre Parcel, other than the Common Area, may be used for other uses, provided such uses: (a) conform to all laws, ordinances and regulations then applicable to the Shopping Center; (b) do not violate any of the provisions of the Declaration or this Supplemental Declaration; (c) are reasonably compatible with other uses then being made of the Shopping Center; and (d) do not generate a significant increase in the parking which would be required if the Theatre Parcel were to continue to be used for theatre purposes. All changes in use shall comply with all applicable requirements of local authorities with jurisdiction over the Shopping Center and the minimum parking standards specified in Section 3.2 of this Supplemental Declaration.

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ARTICLE 6
ASSESSMENTS

6.1 Agreement to Pay Assessments; Creation of Lien and Obligation. Declarant, for each and every portion of the Shopping Center it owns, hereby covenants and agrees, and each Owner of any portion of the Shopping Center by his acceptance of a deed therefor is deemed to covenant and agree, to pay "Maintenance Assessments" and "Capital Maintenance Assessments" as described in this Article 6. Each such assessment (together with interest, costs and reasonable attorneys' fees, if not paid when due) shall be a charge on the land and a continuing lien on the property against which such assessment is made. Each such assessment (together with interest, costs and reasonable attorneys' fees, if not paid when due) shall also be the personal obligation of the Owner of such property at the time it becomes due and payable. If more than one person or entity is the Owner of any portion of the Shopping Center, the personal obligation to pay such an assessment shall be joint and several. The personal obligation for delinquent assessments shall not pass to an Owner's successors in interest unless expressly assumed by them.

6.2 Maintenance Assessments. Each Owner shall be responsible for a pro rata share of the cost of maintaining, managing, operating and controlling the Common Area of the Shopping Center, as provided in Section 7.11 of the Declaration and Article 2 of this Supplemental Declaration ("Maintenance Assessments").

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6.3 Capital Maintenance Assessments. In addition to Maintenance Assessments, one or more assessments may be made by Declarant and allocated among Owners, as provided in Section 6.4 below, for the purpose of defraying, in whole or in part, any Capital Maintenance Expenditures, as defined in Section 2.1(iv) of this Supplemental Declaration ("Capital Maintenance Assessment").

6.4 Allocation of Assessments. In accordance with Section 7.11 of the Declaration, the Maintenance Assessments allocated to each Owner shall be a pro rata share of the total management and maintenance costs determined by the ratio that the area of the land included in such Owner's parcel bears to the total land area in the Shopping Center. Provided, however, if one or more Owners require services or facilities in addition to those normally provided (such as parking lot lighting beyond the normal business hours of the Shopping Center), Declarant shall equitably (in Declarant's reasonable discretion) allocate the cost of such additional services or facilities among the Owners requiring or receiving the benefit thereof in accordance with the proportional benefit derived by each such Owner. Capital Maintenance Assessments shall be allocated among Owners on the same basis as Maintenance Assessments. Provided, however, if any capital improvement primarily benefits less than all of the Owners, or some Owners significantly more than other Owners, Declarant shall equitably allocate the Capital Maintenance Assessments for such improvement among the Owners receiving such benefit. No Owner

shall be assessed or required to pay for the maintenance (capital or otherwise) or for the lighting of any walkways, plazas, landscape areas or other improvements located within any building area (as now or hereafter defined), located on the property of any other Owner.

6.5 Payment of Assessments. If any assessment is not paid within thirty (30) days after the due date specified in the assessment statement provided to the Owner by Declarant, it shall be delinquent and shall bear interest at the rate specified in Section 6.6 of this Supplemental Declaration. In the event of such default, the remedies provided in Article 7 shall be available, in addition to any other legal or equitable remedies now or hereafter provided under applicable law.

6.6 Interest. The interest rate specified in Section 7.9, 7.10 and 7.11 of the Declaration shall be revised, and the interest rate for purposes of this Supplemental Declaration shall be established, as the greater of: (a) ten percent (10%) per annum, or (b) five percent (5%) per annum plus the rate prevailing on the 25th day of the month preceding the date of delinquency established by the Federal Reserve Bank of San Francisco on advances to member banks under Section 13 and 13a of the Federal Reserve Act as now in effect or hereafter from time to time amended (or if there is no such single determinable rate of advances, the closest counterpart of such rate as shall be designated by the Superintendent of Banks of the State of California unless some other person or agency has

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been delegated such authority by the Legislature), provided that in no event shall such interest exceed the maximum amount allowed under applicable law.

6.7 Books and Records. Declarant shall at all times keep and maintain in accordance with generally accepted accounting principles, as such principles may be in effect from time to time, good and sufficient records of (i) all costs and expenses incurred by it in connection with the performance of its obligations under Article 2, (ii) the allocation of those costs and expenses among the Owners and the extent to which they have been or are to be paid or reimbursed by such Owners, and (iii) the basis upon which the allocation of such costs and expense was calculated. In the event that Declarant, pursuant to Article 2, elects to contract with third parties for the provision of all or a portion of its obligations under said Section, it shall require that such third parties maintain similar books and records and that the same be open to inspection, to the same extent as applicable to those kept and maintained by Declarant. All books and records required to be maintained by Declarant pursuant to this Section 6.7 shall be maintained at the Shopping Center's business office, and shall be available for inspection and copying by and at the expense of any Owner, or its authorized representative, at any time during reasonable business hours, upon no less than 48 hours notice.

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ARTICLE 7
ENFORCEMENT

7.1 Right to Enforce.

(a) By Declarant and Owners. Declarant or any Owner shall have the right to enforce, by all appropriate legal and equitable proceedings, all conditions, covenants, restrictions, reservations, liens and charges now or hereafter imposed by the provisions of the Declaration or this Supplemental Declaration; provided, however, that no Owner shall have the right to so enforce the Declaration and the Supplemental Declaration until such Owner has given Declarant thirty (30) days prior written notice of such Owner's intent to enforce an alleged violation thereof and Declarant has not commenced in good faith to enforce such violation. It is hereby agreed that money damages are an inadequate remedy for breach of any of the covenants, conditions and restrictions contained herein, other than a default in the payment of any assessment or other monetary obligation when due.

(b) By the City. If Declarant or any Owner fails, refuses, or is unable to enforce the provisions of the Declaration or this Supplemental Declaration pursuant to subparagraph (a) above, the City Council of the City of National City, California (hereafter, the "City") shall have the right, but not the duty, to enforce all the conditions, covenants, restrictions, reservations, liens and charges now or hereafter imposed by the provisions of the Declaration or this Supplemental Declaration, as the same affect the Phase I and

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Phase II Common Area; provided, however, that the City shall not commence any action to so enforce the Declaration or this Supplemental Declaration unless and until (1) the City has first given Declarant, all Secured Lenders (as hereafter defined) and all Owners thirty (30) days' prior written notice of default, specifying in reasonable detail the nature of the alleged default, and (2) Declarant, the Secured Lenders and/or the Owners fail to cure the specified default within said 30-day period, or, in the case of a default which by its nature cannot be cured within said 30-day period, fail to commence to cure the specified default within said 30-day period and thereafter to diligently prosecute same to completion. The enforcement rights granted the City shall include (1) the right to assume the powers of Declarant to assess fees and impose liens for the payment of any amounts expended by the City to maintain and repair the Phase I and Phase II Common Area, and (2) the right to bring an action in the name of the City to enjoin violations of the Declaration and this Supplemental Declaration. Notwithstanding anything to the contrary in this Supplemental Declaration, this Section 7.1(b) shall not be amended or modified without first obtaining the written consent of the Planning Commission of the City. Notwithstanding anything in this Section 7.1(b) to the contrary, the City shall not commence any enforcement action hereunder if Declarant, any Secured Lender and/or any Owner sends, before the end of the 30-day period provided above, a written notice to the City Council of the City, requesting a public hearing by such City Council to reconsider any default notice sent by the City. If

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such notice is timely sent, such City Council shall promptly hold a public hearing on the matter. Unless a majority of the members of such City Council vote at the public hearing to commence an enforcement action hereunder, the City shall withdraw the default notice which was the subject of the public hearing. Nothing in this Section 7.1(b) shall defeat or diminish the rights of Secured Lenders under Section 9.2 below.

7.2 Enforcement of Lien.

7.2.1 Notice of Claim of Lien. If there is a delinquency in the payment of any assessment or other monetary obligation imposed under the Declaration or this Supplemental Declaration, such delinquent amount, together with interest at the rate specified in Section 6.6, costs and attorneys' fees incurred by any Owner or its authorized representatives in the collection of such delinquent amounts, shall be a lien against the property of the Owner responsible for such payment, upon the recordation of a Notice of Claim of Lien in the Office of the County Recorder of San Diego County. The Notice of Claim of Lien shall not be recorded unless Declarant has delivered a written notice of default and demand for payment to the delinquent Owner and has provided a period of at least fifteen (15) days after delivery of said notice for the Owner to cure the delinquency. Each delinquency may constitute a separate basis for a claim of lien. Section 7.10 of the Declaration is hereby amended and clarified to provide, in conformity with this Article, that the lien therein provided shall be against and encumber the fee interest of only the defaulting Owner, but not any Common Area owned by the paying or lien holding Owner.

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7.2.2 Foreclosure of Lien. Declarant may foreclose on any such claim of lien by appropriate action in court or in the manner provided by law for the foreclosure of trust deed under a power of sale.

7.2.3 Release of Lien. Upon the timely curing of any default for which a Notice of Claim of Lien was filed, Declarant may record an appropriate release of such Notice, upon payment by the defaulting Owner of a reasonable fee determined by Declarant to cover the costs of repairing and recording such release.

7.3 Attorneys' Fees. In the event any legal or equitable proceeding is commenced to restrain any violation of the Declaration or this Supplemental Declaration or to enforce any restriction or provision hereof, the losing party shall pay the attorneys' fees of the prevailing party in such amount as may be fixed by the court in such proceedings.

7.4 Cumulative Remedies; No Waiver. The remedies provided herein are cumulative and in addition to any other remedies now or hereafter available under applicable law, and no such remedy is exclusive. Failure by Declarant or any Owner to exercise any such remedy shall not, under any circumstances, constitute a waiver of the right to exercise such remedy or enforce the restrictions and provisions hereof thereafter.

ARTICLE 8TERM, TERMINATION, AMENDMENT

8.1 Term. Section 7 of the Declaration is hereby amended to provide that Sections 7.4 through 7.12 of the Declaration, in addition to all the terms and conditions of this Supplemental Declaration, shall run with the land and continue in full force and effect until midnight on December 31, 2043, and shall be automatically extended for successive ten (10) year periods unless, within six (6) months prior to the expiration of the initial term or any succeeding ten-year term, a written agreement executed by the Owners of at least seventy-five percent (75%) of the total acreage of the Shopping Center is recorded in the Office of the County Recorder of San Diego County terminating the Declaration and this Supplemental Declaration in whole or in part as to all or any portion of the property. Provided, however, the easements for access and parking purposes described in Section 12.2 of the Declaration and Section 4.1 of this Supplemental Declaration, to the extent then needed, and the sign easement described in Section 4.2 of this Supplemental Declaration may not be terminated so long as the Theatre Parcel is used for commercial purposes. Declarant, all Owners, and all holders of an interest in the Shopping Center, or any portion thereof, agree that upon any termination of this Supplemental Declaration, they shall execute, acknowledge and deliver in recordable form such further documents as may be reasonably required by the Owner of any

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dominant tenement located within the Shopping Center to document or record such easements.

8.2 Amendment. Subject to all the provisions of this Section 8.2, the Declaration and this Supplemental Declaration and the easements, covenants, agreements and restrictions set forth therein and/or herein may be terminated or amended at any time with the written agreement of the Owners of seventy-five percent (75%) of the land area in the Shopping Center and with the agreement of all beneficiaries under any and every deed of trust encumbering Phase I or Phase II (or any portion thereof), and, in the case of any easement or the obligation to provide any utilities, the consent of the Owner and all beneficiaries under any and every deed of trust encumbering the dominant tenement or the property receiving the benefit of such utility service, as the case may be; provided, however, that this Supplemental Declaration may not be amended in a manner which would materially and adversely affect the rights of the Owner of the Theatre Parcel under this Supplemental Declaration without the prior written consent of the Owner of the Theatre Parcel and the beneficiary under any deed of trust encumbering the Theatre Parcel, which consents shall not be unreasonably withheld or delayed. In the event Declarant desires to amend the Supplemental Declaration, it shall send the Owner of the Theatre Parcel and such beneficiary a written notice to such effect. Upon receipt of such notice, the Owner of the Theatre Parcel and such beneficiary shall have thirty (30) days in which to approve or disapprove the proposed amendment. If the

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Owner of the Theatre Parcel and/or such beneficiary disapproves the proposed amendment, the Owner of the Theatre Parcel and/or such beneficiary shall send Declarant a written notice to such effect before the end of said 30-day period, specifying in reasonable detail the reasons for such disapproval. Failure to timely send a disapproval notice shall be deemed to constitute approval of the proposed amendment.

ARTICLE 9

GENERAL PROVISIONS

9.1 Assignment of Declarant's Right and Duties. Any and all of the rights, powers and reservations of Declarant may be assigned to any person, corporation or association, provided such assignee agrees in writing to accept such assignment and to assume the duties of Declarant hereunder. Declarant shall be relieved of all further obligations hereunder (except those imposed on Declarant as an Owner) after the effective date of such assignment.

9.2 Mortgage Protection. All restrictions, and other provisions contained herein, other than the easements granted pursuant to Article 4 of this Supplemental Declaration, shall be deemed subject and subordinate to and shall not affect the rights of the holder (hereafter "Secured Lender") of any mortgage or deed of trust now or hereafter executed in good faith and for value upon any portion of the Shopping Center. None of said restrictions shall supersede, impair or in any way

reduce the security or affect the validity of any such mortgage or deed of trust. However, if any portion of the Shopping Center is sold through a foreclosure of any mortgage or under the provisions of any deed of trust, any purchaser at such sale, and his successors and assigns, shall hold the property so purchased subject to all the restrictions and other provisions of the Declaration and this Supplemental Declaration. Such a purchaser shall not be obligated to cure any pre-existing monetary defaults or defaults of a type which is not practical or feasible to cure. Such purchaser shall, however, be obligated to cure any pre-existing non-monetary defaults which are practical or feasible to cure.

9.3 Mutuality, Reciprocity; Runs with Land. All covenants, conditions, restrictions, reservations, easements and servitudes contained herein are made for the direct, mutual and reciprocal benefit of each and every portion of the Shopping Center; shall create mutual equitable servitudes upon each portion in favor of every other portion; shall create reciprocal rights and obligations between the respective Owners and privity of contract and estate between all grantees of each portion and their heirs, successors and assigns; and shall, as to each Owner of each portion and his heirs, successors and assigns, operate as covenants running with the land, for the benefit of all other portions.

9.4 Captions. Captions and paragraph headings used in this Supplemental Declaration are inserted for convenience of reference only and are not intended to define, limit or affect the interpretation or construction of any provision hereof.

9.5 Severability. The provisions of the Declaration and this Supplemental Declaration shall be deemed independent and severable, and if any competent court holds any provision to be invalid, partially invalid or unenforceable, such invalidity or unenforceability shall not affect or invalidate any other provision.

9.6 Number; Gender. As used herein, the singular shall include the plural and the masculine shall include the feminine, wherever the context so requires.

9.7 Exhibits. All exhibits referred to herein are attached hereto and incorporated by reference.

9.8 Governing Law. The Declaration and this Supplemental Declaration shall be governed, construed and enforced in accordance with the laws of the State of California.

IN WITNESS WHEREOF, Declarant has executed this instrument as of the date first written above.

SWEETWATER TOWN & COUNTRY, a
California general partnership

By: INTEREAL COMPANY, dba Jovencal
Inc., General Partner

By:  PERSONAL SIGNATURE

By:  PERSONAL SIGNATURE

Assistant Secretary

710

By: MULVIHILL INVESTMENT CO., a
California corporation,
General Partner

PERSONAL SIGNATURE

By:

By: PERSONAL SIGNATURE

By: NATIONAL CENTER, LTD., a
California limited partnership,
General Partner

By: LA JOLLA DEVELOPMENT
COMPANY, a California
corporation,
General Partner

PERSONAL SIGNATURE

By:

PERSONAL SIGNATURE

By:

By: COLLINS DEVELOPMENT COMPANY,
a California corporation,
General Partner

PERSONAL SIGNATURE

By:

PERSONAL SIGNATURE

By:

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STATE OF TENNESSEE)
) ss.
COUNTY OF DAVIDSON)

On February 25, 1983, before me, the undersigned, a Notary Public in and for said State, personally appeared J. FRED HUMME, personally known to me or proved to me on the basis of satisfactory evidence to be the SR. VICE President, and STEPHEN C. SMALL, personally known to me or proved to be on the basis of satisfactory evidence to be the ASSISTANT Secretary of INTEREAL COMPANY, the corporation that executed the within instrument on behalf of SWEETWATER TOWN & COUNTRY, the partnership that executed the within instrument, and acknowledged to me that such corporation executed the same as such partner and that such partnership executed the same.

WITNESS my hand and official seal.

PERSONAL SIGNATURE

Notary Public

BETTY GRIGSBY
NOTARY PUBLIC
DAVIDSON COUNTY, TENN.
MY COMMISSION EXPIRES
OCTOBER 21, 1984

STATE OF CALIFORNIA)
) ss.
COUNTY OF SAN DIEGO)

On March 2, 1983, before me, the undersigned, a Notary Public in and for said State, personally appeared Daniel F. Mulvihill and John Corrente, personally known to me or proved to me on the basis of satisfactory evidence to be the President and Vice President Secretary of MULVIHILL INVESTMENT COMPANY, the corporation that executed the within instrument on behalf of SWEETWATER TOWN & COUNTRY, the partnership that executed the within instrument, and acknowledged to me that such corporation executed the same as such partner and that such partnership executed the same.

WITNESS my hand and official seal.

PERSONAL SIGNATURE

Notary Public



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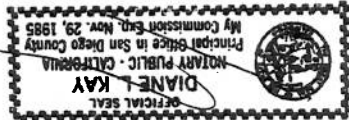
STATE OF CALIFORNIA)
) ss
 COUNTY OF SAN DIEGO)

On Mar 2, 1983, 1983, before me, the undersigned, a Notary Public in and for said State, personally appeared Jack W. Thornton and Patricia Schmitz, personally known to me or proved to me on the basis of satisfactory evidence to be the Executive President and Assistant Secretary of LA JOLLA DEVELOPMENT COMPANY, the corporation that executed the within instrument on behalf of NATIONAL CENTER, LTD., a partnership, known to me to be one of the partners of SWEETWATER TOWN & COUNTRY, the partnership that executed the within instrument, and acknowledged to me that such corporation executed the same as partner of National Center, Ltd., a partnership, and that said partnership executed the same on behalf of Sweetwater Town & Country, a partnership, and that said last named partnership executed the same.

WITNESS my hand and official seal.

PERSONAL SIGNATURE

Notary Public



STATE OF CALIFORNIA)
) ss
 COUNTY OF SAN DIEGO)

On March 2, 1983, 1983, before me, the undersigned, a Notary Public in and for said State, personally appeared E. J. Miller Jr. and William R. Insler, personally known to me or proved to me on the basis of satisfactory evidence to be the Vice President and Assistant Secretary of COLLINS DEVELOPMENT COMPANY, the corporation that executed the within instrument on behalf of NATIONAL CENTER, LTD., a partnership, known to me to be one of the partners of SWEETWATER TOWN & COUNTRY, the partnership that executed the within instrument, and acknowledged to me that such corporation executed the same as partner of National Center, Ltd., a partnership, and that said partnership executed the same on behalf of Sweetwater Town & Country, a partnership, and that said last named partnership executed the same.

WITNESS my hand and official seal.

PERSONAL SIGNATURE

Notary Public



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LEGAL DESCRIPTION OF PHASE I

Phase I of the Shopping Center is located in the City of National City, County of San Diego, State of California and is more particularly described as follows:

Lot 1 and Lots 3 through 11, inclusive, as shown on a map thereof No. 8432, filed in the Office of the County Recorder of San Diego County on December 10, 1976.

EXHIBIT "A-1"

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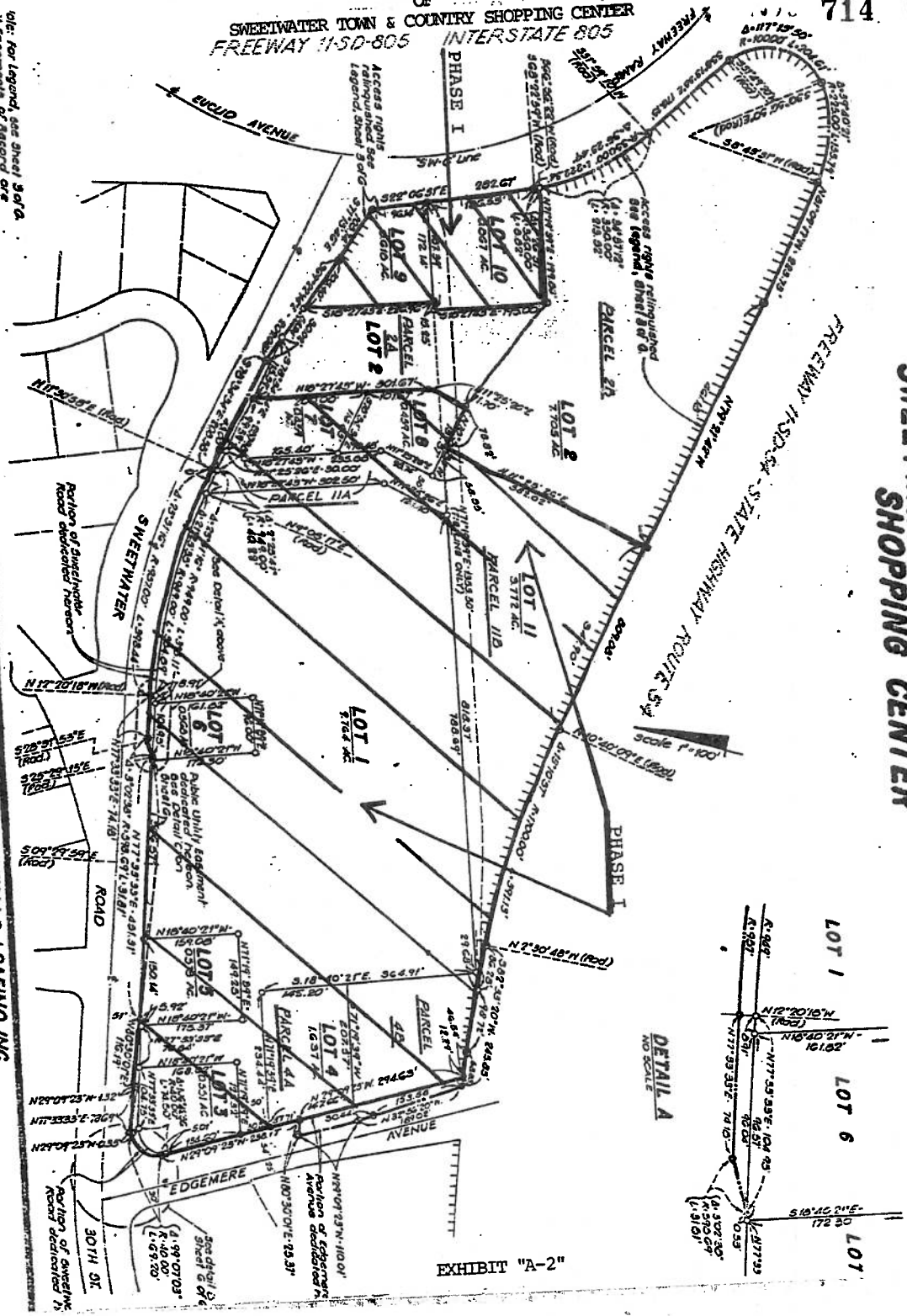
716
714

OF SWEETWATER TOWN & COUNTRY SHOPPING CENTER FREEWAY 11-50-805 INTERSTATE 805

SWEETWATER TOWN & COUNTRY SHOPPING CENTER

note: for legend, see sheet 29 of A
if easements of record are
shown on sheet 29 of A only

AREVALO & SAFINO, INC.



DETAIL A
NO SCALE

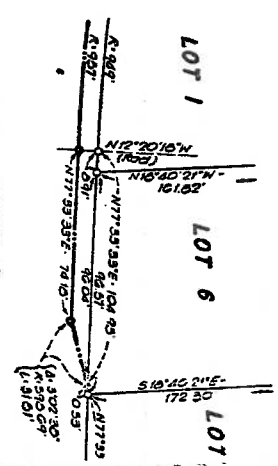


EXHIBIT "A-2"

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716'

715'

LEGAL DESCRIPTION OF PHASE II

Phase II of the Shopping Center is located in the City of National City, County of San Diego, State of California and is more particularly described as follows:

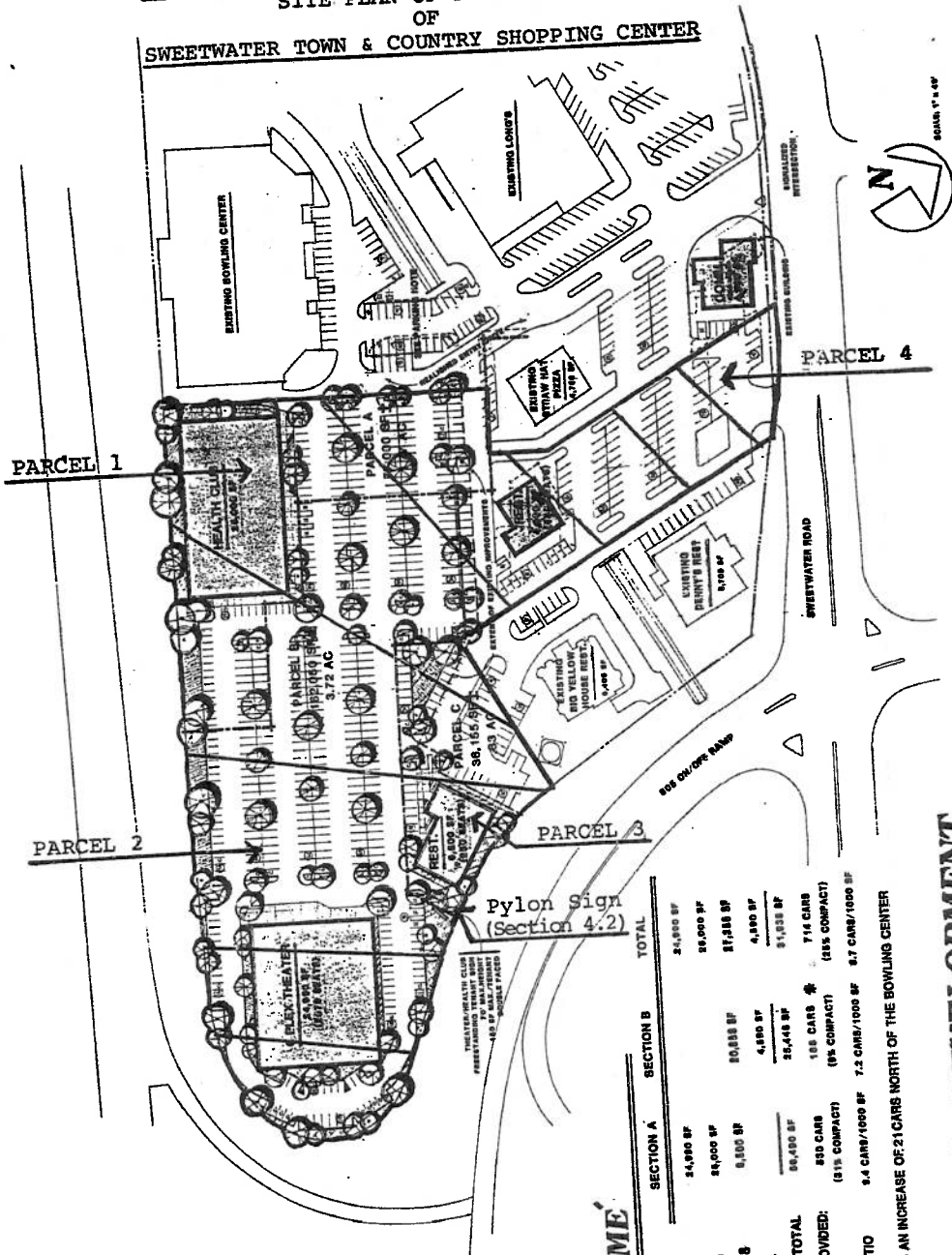
Parcels 1, 2, 3 and 4 of Parcel Map No. 12603, as shown on a map thereof, filed in the Office of the County Recorder of San Diego County on 3/7, 1983.

EXHIBIT "B-1"

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**SITE PLAN OF PHASE II
OF
SWEETWATER TOWN & COUNTRY SHOPPING CENTER**

716'



RESUME

	SECTION A	SECTION B	TOTAL
THEATER	24,900 SF		24,900 SF
HEALTH CLUB	24,000 SF		24,000 SF
RESTAURANTS	5,800 SF	50,858 SF	56,658 SF
COMMERCIAL		4,890 SF	4,890 SF
TOTAL	54,700 SF	55,748 SF	110,448 SF
PARKING PROVIDED:	850 CARS (81% COMPACT)	188 CARS (9% COMPACT)	1,038 CARS (85% COMPACT)
PARKING RATIO	2.4 CARS/1000 SF	7.2 CARS/1000 SF	8.7 CARS/1000 SF

* INCLUDES AN INCREASE OF 21 CARS NORTH OF THE BOWLING CENTER

**LA JOLLA DEVELOPMENT
SWEETWATER TOWN & COUNTRY: PHASE II**

sgpa

EXHIBIT "B-2"

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LEGAL DESCRIPTION OF THEATRE PARCEL

The Theatre Parcel is located in the City of National City,
County of San Diego, State of California and is more
particularly described as follows:

Parcel 2 of Parcel Map No. 12603, as filed in
the Office of the County Recorder of San Diego County
on 3/7, 1983.

EXHIBIT "C"

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