

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



0 250 500
FEET

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- 1838 Sweetwater Rd Dutch Bros Coffee.aprx (5/14/2025)

1838 Sweetwater Road Dutch Bros Coffee Shop
Regional and Project Location

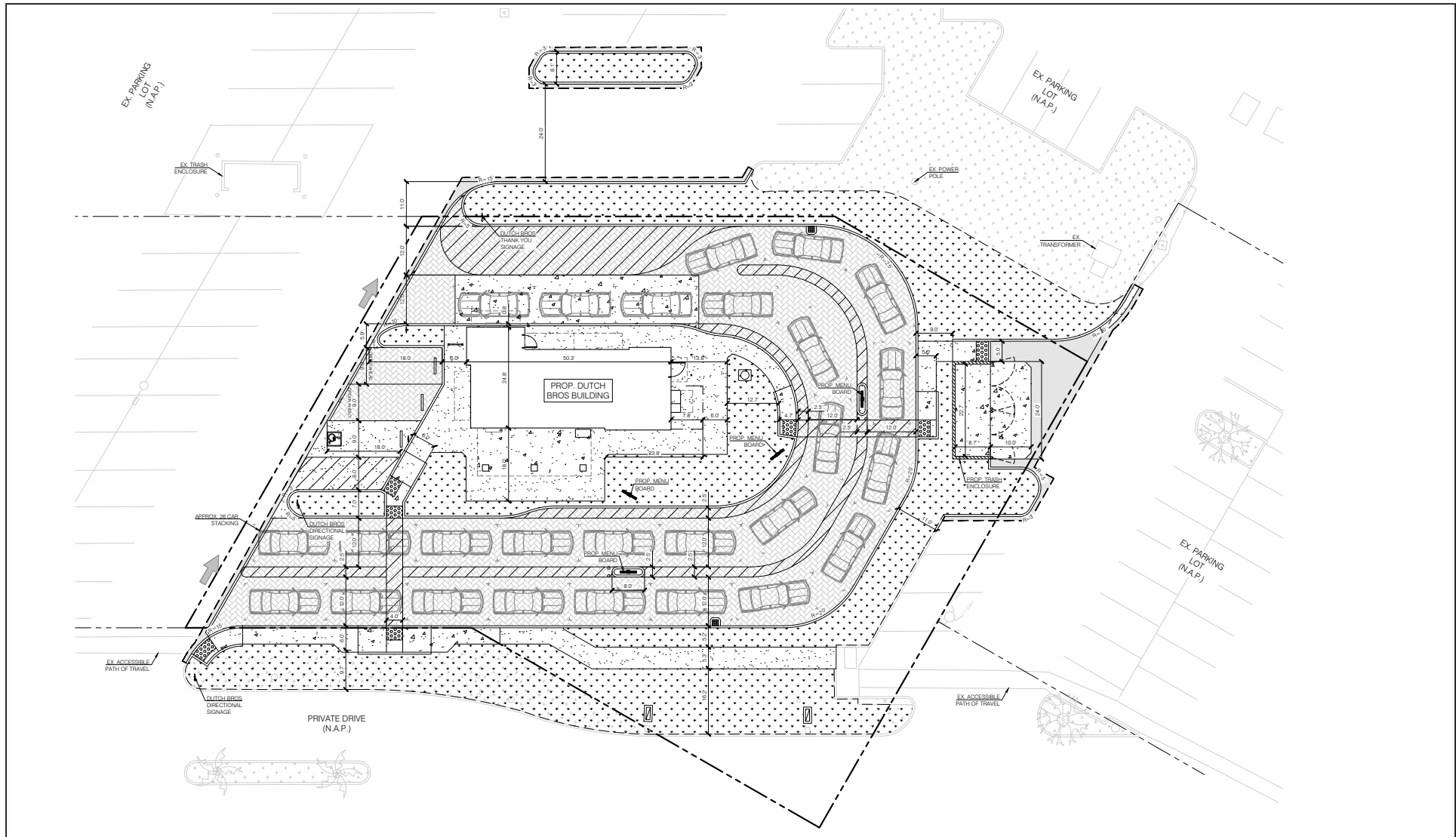
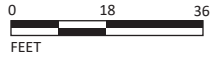
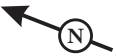


FIGURE 2

LSA



1838 Sweetwater Road Dutch Bros Coffee Shop

Conceptual Site Plan

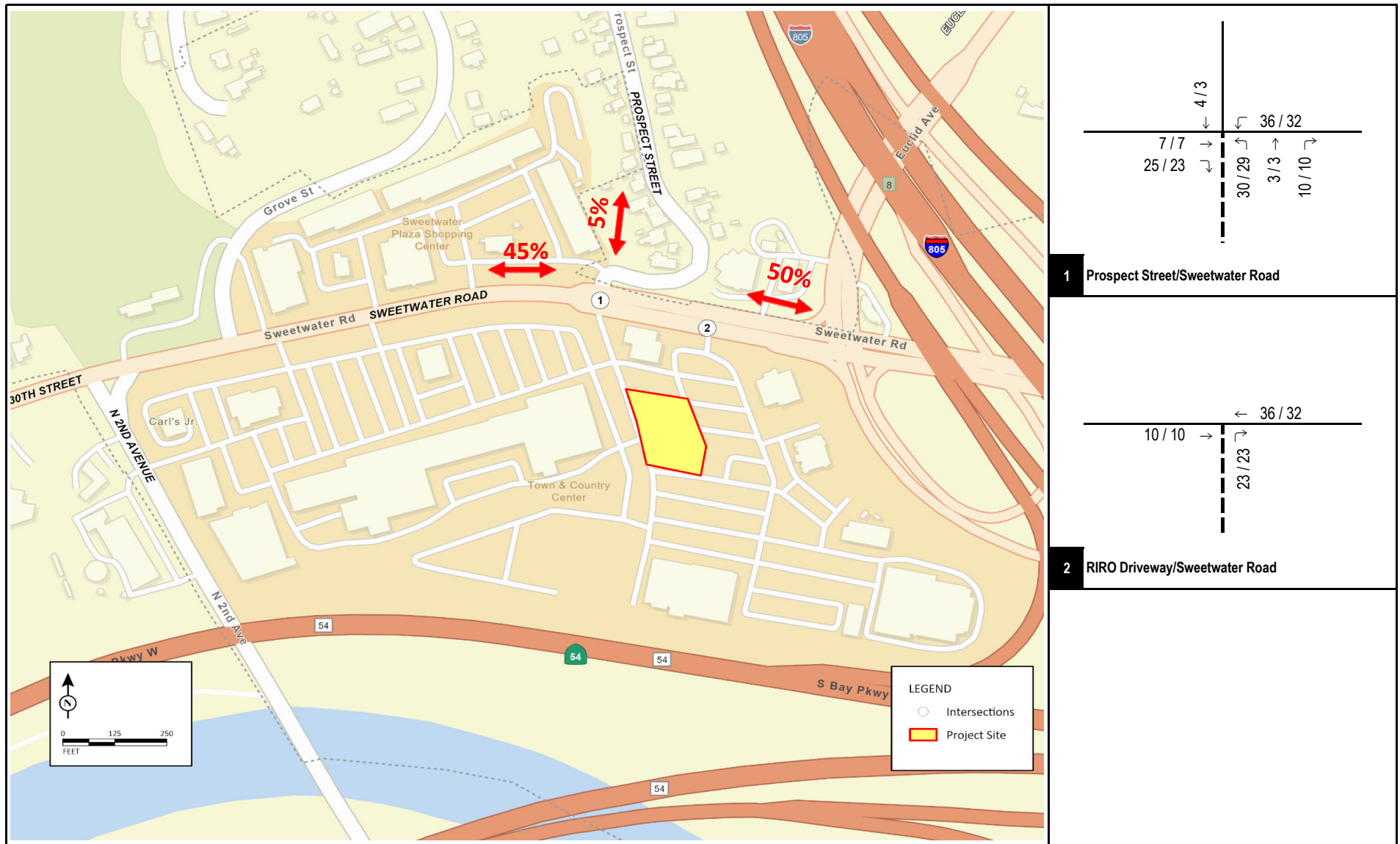


FIGURE 3



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

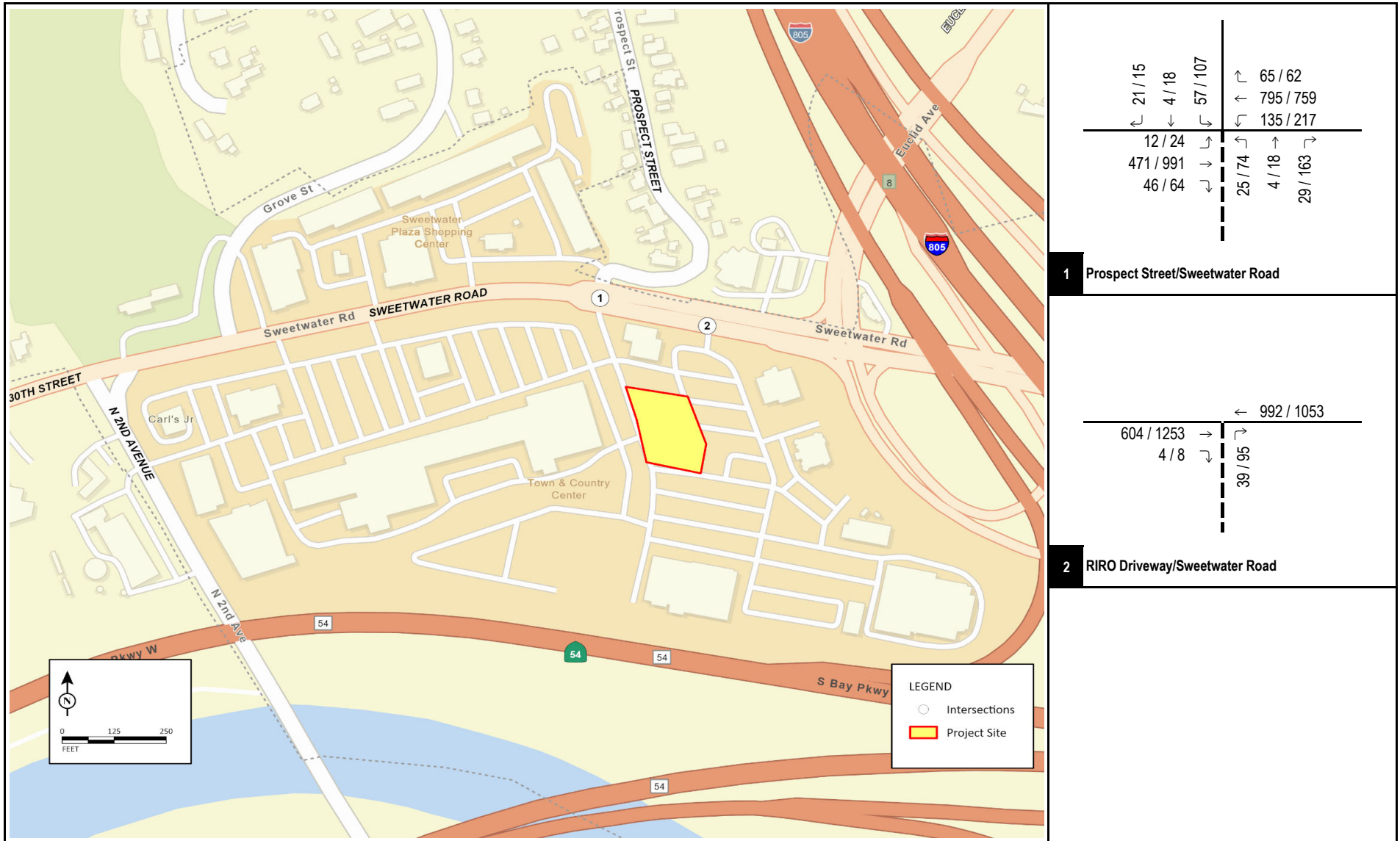


FIGURE 4

LSA

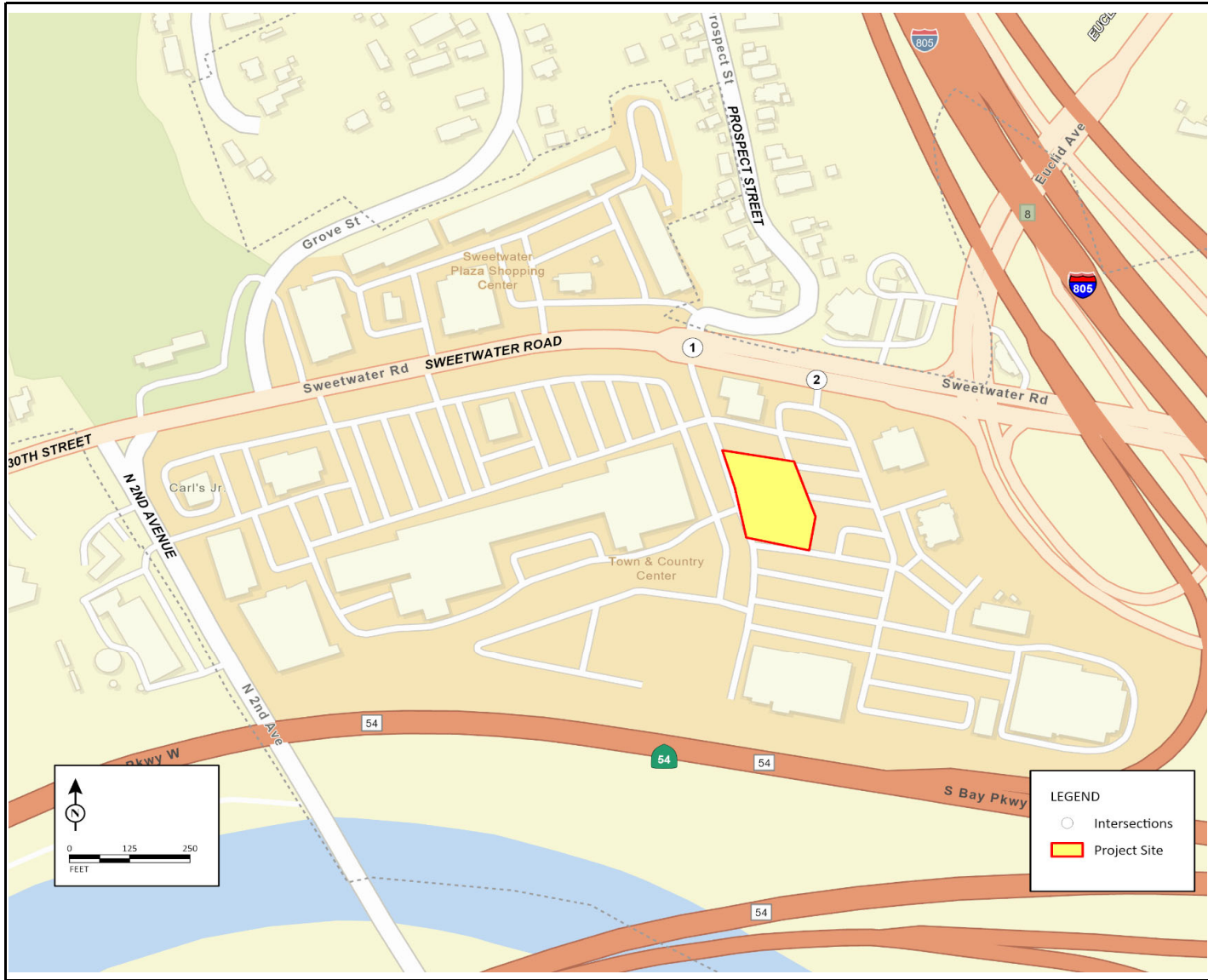
XXXX / YYYY

AM / PM Peak Hour Trips

RIRO = Right In Right Out

1838 Sweetwater Road Dutch Bros.

Existing Peak-Hour Volumes



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1 Prospect Street/Sweetwater Road																	
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2 RIRO Driveway/Sweetwater Road																	

LSA
XXXX / YYYY

AM / PM Peak Hour Trips

RIRO = Right In Right Out

FIGURE 5

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	
					81		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	
					83		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	
					72		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	
					74		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	
		0	4			65	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	
		17	35			63	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	
		26	59			58	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	
		45	97			48	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	
		66	138			48	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	
		79	158			46	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	
		79	168			40	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	
		90	175			6	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	15	35	85	77	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	18	39	82	86	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	18	28	52	65	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	20	36	68	71	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	1	16:45	21	14	35	64	59	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	13	17:45	17	17	34	65	62	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	18	18:45	14	16	30	50	66	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	29	19:45	12	16	28	57	58	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	39	20:45	16	13	29	73	67	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	45	21:45	17	20	37	64	66	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	39	22:45	2	19	21	53	80	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	45	23:45	0	0	0	8	8	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	27	116	54	224
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	31	107	52	205
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	16	81	40	170
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	20	77	42	165
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	2	16:45	22	88	12	80	34	168
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	5	17:45	26	72	17	82	43	154
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	9	18:45	17	73	16	65	33	138
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	14	19:45	13	44	10	65	23	109
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	20	20:45	14	52	13	58	27	110
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	21	21:45	11	50	15	61	26	111
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	23	22:45	7	30	9	33	16	63
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	23	23:45	0	3	6	3	6	
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	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	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	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	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	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	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	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	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	0	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	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	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	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	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	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	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	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	
						65	136	
1:00	0	0	0	13:00	17	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	
						62	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	
						57	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	
						53	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	
			4			52	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	
		21	43			50	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	
		43	91			48	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	
		57	116			45	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	
		62	125			52	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	
		65	136			43	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	
		60	123			10	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	
		69	138			2	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	OUT					TOTAL
				961	952					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	21	46	79	67	146
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	18	32	59	71	130
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	10	20	58	50	108
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	14	37	51	47	98
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	7	16:45	12	17	29	54	49	103
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	19	17:45	14	13	27	46	58	104
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	70	18:45	6	12	18	34	53	87
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	53	19:45	7	10	17	43	42	85
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	86	20:45	14	22	36	74	69	143
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	113	21:45	9	9	18	52	56	108
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	80	22:45	0	1	1	2	12	14
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	85	23:45	0	0	0	5	5	5
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	OUT					TOTAL
				961	952					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	3	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	47	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	66	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	93	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	91	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	84	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	80	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	102	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	OUT					TOTAL
				945	952					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	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	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	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	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	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	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	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	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	OUT					TOTAL
				945	952					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

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 Middy	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 Middy	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 Middy	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 Middy	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 Middy	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 Middy	22.0	14.1	12:36
4-SITE AVERAGE	17.25	9.4	11:14

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

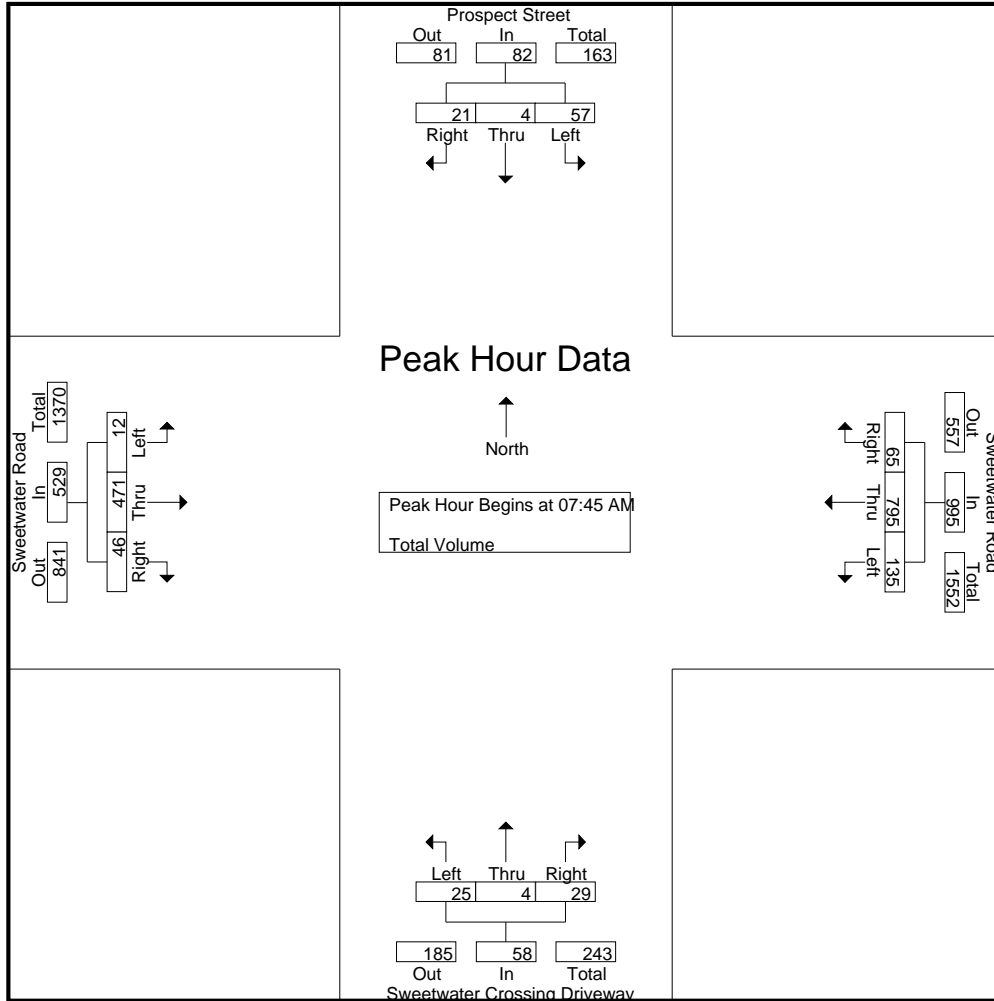
Groups Printed- Total Volume

Start Time	Prospect Street Southbound				Sweetwater Road Westbound				Sweetwater Crossing Driveway Northbound				Sweetwater Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	

Start Time	Prospect Street Southbound				Sweetwater Road Westbound				Sweetwater Crossing Driveway Northbound				Sweetwater Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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

File Name : 01_NLC_Pro_Sw AM
 Site Code : 00325619
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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

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

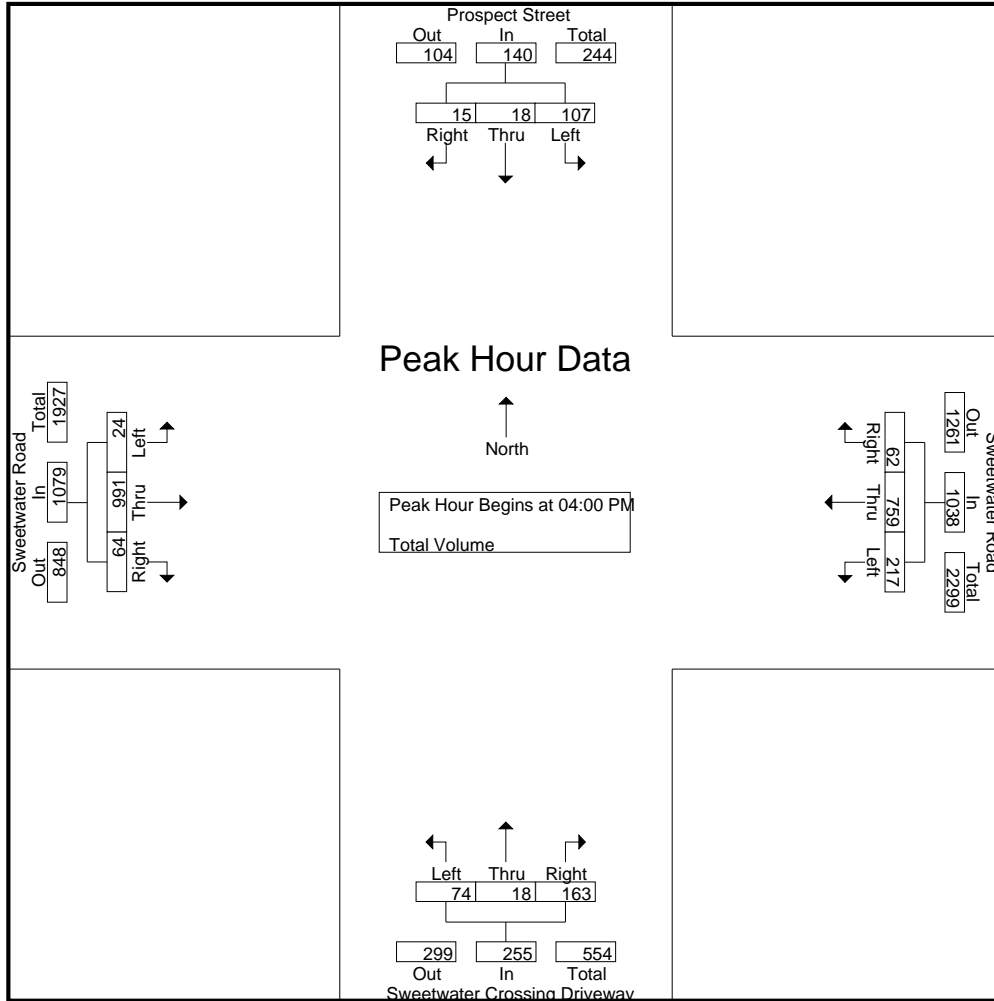
Groups Printed- Total Volume

Start Time	Prospect Street Southbound				Sweetwater Road Westbound				Sweetwater Crossing Driveway Northbound				Sweetwater Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	

Start Time	Prospect Street Southbound				Sweetwater Road Westbound				Sweetwater Crossing Driveway Northbound				Sweetwater Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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
 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				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

Start Time	Sweetwater Road Westbound			Driveway Northbound			Sweetwater Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. 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	

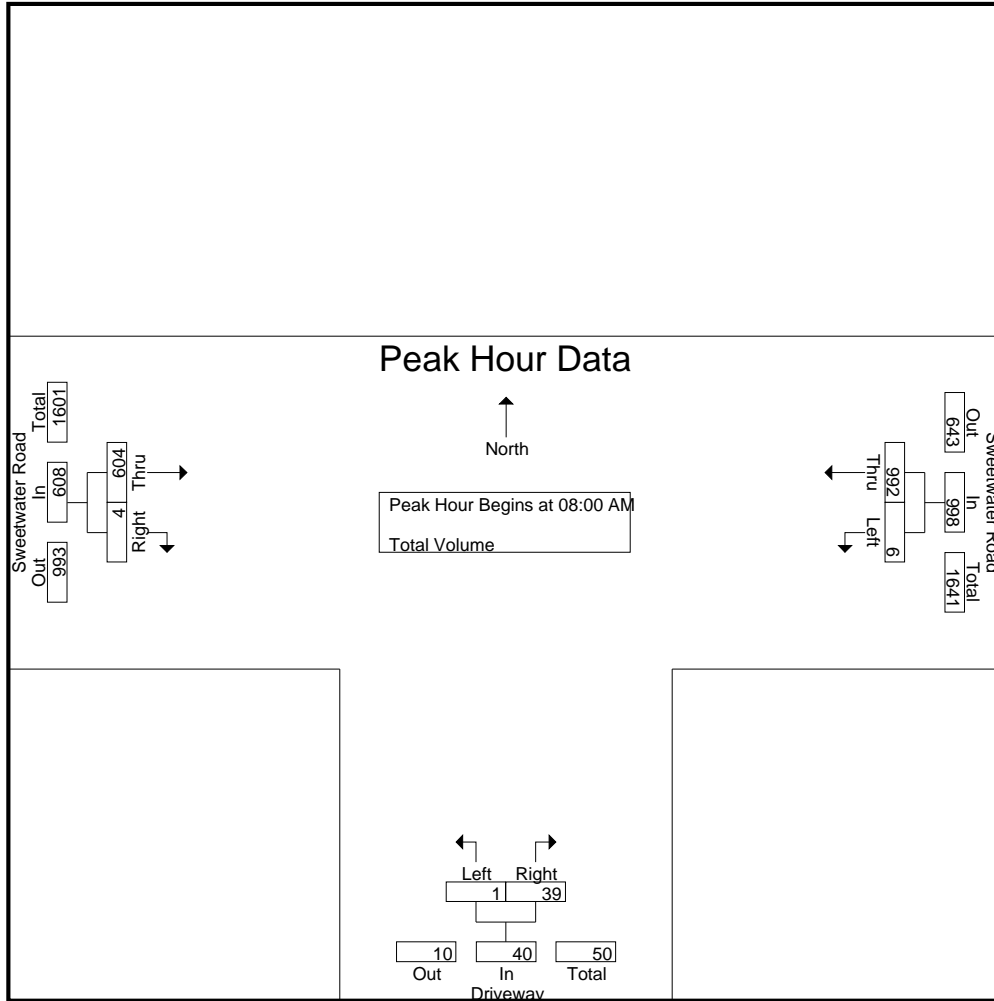
Start Time	Sweetwater Road Westbound			Driveway Northbound			Sweetwater Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
08:00 AM	0	247	247	0	6	6	141	0	141	394
08:15 AM	1	321	322	0	11	11	165	0	165	498
08:30 AM	3	209	212	0	13	13	146	3	149	374
08:45 AM	2	215	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

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

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

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	

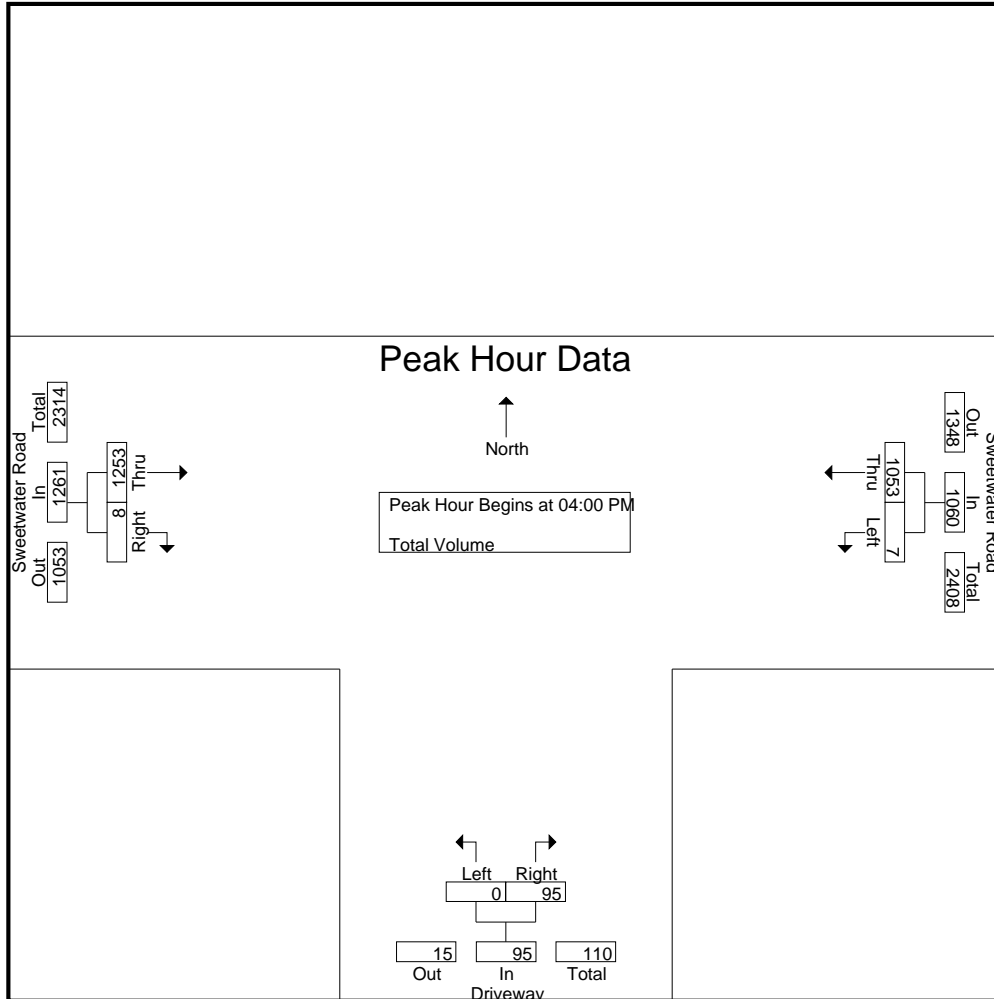
Start Time	Sweetwater Road Westbound			Driveway Northbound			Sweetwater Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	3	296	299	0	27	27	307	4	311	637
04:15 PM	0	278	278	0	31	31	323	2	325	634
04:30 PM	1	259	260	0	23	23	338	1	339	622
04:45 PM	3	220	223	0	14	14	285	1	286	523
Total 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

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

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 : 2



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 Daily	AM Peak Hour			PM Peak Hour			Weekend Daily	Peak Hour		
				In	Out	Total	In	Out	Total		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 Generation⁴													
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	1	2		4	5	6		8				
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.												

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+I1), 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.												

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.												

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.

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

Traffic Management Plan & Site Summary

**CA4707 | National City
1838 Sweetwater Road**

Operator:TBD

Coach:TBD

Regional Activation Coach:TBD

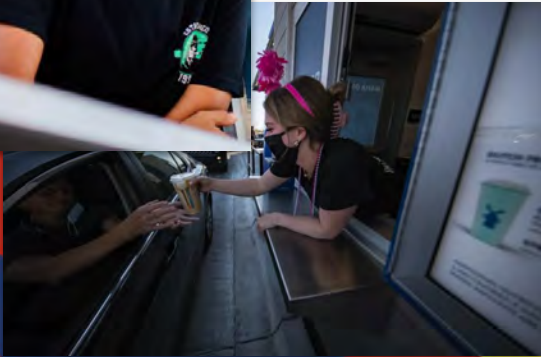
Construction Manager:John Caglia

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