

November 12, 2023; Revised January 12, 2024

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Subject: CEQA Conformance Review - Dutch Bros. Coffee, 9855 Westminster Avenue, Garden Grove, California

Project Description

The proposed Dutch Bros. Coffee project (“Modified Project”), located at 9855 Westminster Avenue in the City of Garden Grove (City), California, includes development of a drive-through retail coffee shop within a larger commercial shopping center which is bounded by Woodbury Avenue to the north; Brookhurst Street to the east; Westminster Avenue to the south; and residential and school uses to the west. The existing shopping center is anchored by a Target retail store and the Garden Grove “Superstore” which serves as a supermarket also offering restaurant/dining services. Other smaller retail businesses in the shopping mall include a variety of commercial uses, multiple restaurants, and service-oriented uses. A large surface parking lot extends around the shopping center, with a loading dock provided on the northern side to allow for the delivery of goods.

Specifically, the Modified Project includes construction of the following (refer also to Attachment A, Site Plan with Aerial):

- New 950 square-foot (SF) Dutch Bros Coffee with a dual drive-through;
- Customer walk-up window with large patio and outdoor seating with a canopy for shade and weather protection;
- Surface parking;
- New interior and perimeter landscaping; and,
- Masonry trash and recycling enclosure.

The proposed use would be located on Pad A of the previously-approved Short Plat SP-101-2021, associated with the *18361 Brookhurst Street Shopping Center Expansion Project*, which was approved by the City in November 2021. The project site (within the larger shopping center site) consists of approximately 30,298 square feet of land. The Modified Project requires City approval of a Site Plan modification to revise the Site Plan as it was previously approved.

Primary access to the overall shopping center is currently provided by driveways on Brookhurst Street, Woodbury Avenue, and Westminster Avenue. Access to the proposed drive-through lanes and walk-up window associated with the proposed coffee shop would occur from within the interior of the surface parking lot via a proposed drive in the northeastern portion of the site; refer to Attachment A. Direct access from Brookhurst Street or Westminster Avenue is not proposed.

The shopping center has a City of Garden Grove General Plan land use designation of LC (Light Commercial) and is zoned C-2 (Community Commercial). No change in the existing land use designation or zoning classification is required to allow for the Modified Project.

Background

An Initial Study/Mitigated Negative Declaration (IS/MND) was previously prepared for the larger shopping center property and adopted by the City in November 2021. The *13861 Brookhurst Street Shopping Center Expansion Project IS/MND (2021 IS/MND)* evaluated the potential environmental impacts associated with the addition of approximately 17,600 SF of new varied commercial retail and restaurant uses to the existing 180,449 SF of existing commercial uses currently operating on the shopping center site, in combination with associated surface parking, landscaping, and infrastructure improvements (referred to herein as the “approved project”). Specifically, the 2021 IS/MND analyzed future development of four new buildings on the site as follows: Building A - 4,000 SF; Building B - 5,600 SF; Building C - 4,000 SF; and Building D - 4,000 SF. It was anticipated that the uses occupying the new on-site buildings may include a commercial bank (Building A; 4,000 SF) and up to 9,936 SF of restaurant space. The remaining square footage proposed was anticipated to be occupied by retail uses. Refer to Attachment B, Approved Site Plan.

As indicated above, the Modified Project proposes to revise the intended use for Pad A to accommodate a 950 SF Dutch Bros. Coffee with a drive-through. The proposed coffee shop is therefore inconsistent with the original use contemplated in the adopted 2021 IS/MND for Pad A (commercial bank).

As such, Michael Baker has evaluated the proposed use of the subject site, with consideration of any technical reports prepared to analyze potential environmental effects of the Modified Project. This evaluation was undertaken to determine whether the Modified Project requires further evaluation pursuant to the requirements of the California Environmental Quality Act (CEQA).

Per CEQA Guidelines Section 15162, when an IS/MND or Environmental Impact Report (EIR) has been approved or certified for a project, no subsequent IS/MND or EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous IS/MND or EIR ... due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous IS/MND or EIR ... due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or,
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/MND or EIR was certified as complete ... shows any of the following:

- (A) The project will have one or more significant effects not discussed in the previous IS/MND or EIR ...;
- (B) Significant effects previously examined will be substantially more severe than shown in the previous IS/MND or EIR;
- (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or,
- (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous IS/MND or EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

If none of these circumstances are present, and only minor technical changes or additions are necessary to update the previously approved IS/MND, an Addendum may be prepared, consistent with CEQA Guidelines Section 15164.

Based on Michael Baker's review of the Applicant-prepared technical studies and Modified Project plans, it is not anticipated that the Modified Project would result in new or substantially more severe significant environmental impacts compared with the impacts disclosed in the approved 2021 IS/MND, nor are there any other circumstances that require the preparation of a subsequent IS/MND or EIR.

Analysis

The 2021 IS/MND concluded a finding of no impact or less than significant impact for all issue areas with exception of tribal cultural resources which was reduced to less than significant with incorporation of mitigation. Discussion of the Modified Project relative to specific issue areas where the proposed change in use or site design may have a greater potential to result in a significant impact are briefly evaluated below. The findings of significance for all other issue areas evaluated in the 2021 IS/MND are considered to be unaffected by the Modified Project and impacts would remain less than significant.

Air Quality

Based on the relatively limited development that was anticipated for Pad A with the approved project (4,000 SF commercial bank with associated parking and landscaping), the 2021 IS/MND determined that construction and operational impacts related to air quality would be less than significant. Construction and operational emissions were calculated to be well below adopted significance thresholds, and therefore, the project was determined not to result in a cumulatively considerable net increase of any criteria pollutant for which the region is in non-attainment under

a federal or state air quality standard, nor expose sensitive receptors to substantial pollutant concentrations.

Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, reactive organic gas, nitrous oxides (NO_x), sulfur oxides (SO_x), and coarse and fine particulate matter (PM₁₀ and PM_{2.5}, respectively), are all pollutants of regional concern. However, carbon monoxide (CO) tends to be a localized pollutant, dispersing rapidly at the source.

According to the South Coast Air Quality Management District (SQAQMD) localized significance thresholds (LST) methodology, LSTs would apply to the operational phase of a project if the project includes stationary sources or attracts mobile sources that may spend extended periods queuing and idling at the site (e.g., warehouse or transfer facilities). The approved project included the addition of approximately 17,600 square feet of varied commercial retail uses (some of which included operation of drive-thru lanes) to the existing commercial uses on-site. Additionally, a nominal amount of truck trips were anticipated at the site. These truck activities would be intermittent and would not include extended periods of idling time; therefore, idling emissions from truck trips would be minimal. Potential emergency vehicle trips to and from the site would be sporadic and would not idle on-site or along adjacent roadways for long periods of time. Thus, due to the lack of such emissions, it was determined that no long-term LST analysis was necessary. Operational LST impacts were determined to be less than significant.

According to the SCAQMD *CEQA Air Quality Handbook* (1993), land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The approved project did not include any uses identified by the SCAQMD as being associated with odors, and impacts were determined to be less than significant in this regard.

Further, the approved project was determined to not result in conflict with the applicable air quality plan. Based on the use as a commercial bank, no other emissions, including odors, would result.

The Modified Project would reduce the square footage of the use on Pad A from 4,000 SF to 950 SF, as compared to the approved project. As such, construction emissions are considered to be similar, or somewhat reduced, as compared to project evaluation in the 2021 IS/MND. It is assumed that similar use of construction equipment and type would occur, although the construction period may be slightly reduced.

Operationally, the Modified Project is anticipated to result in similar mobile emissions, as the Dutch Bros. Coffee use would result in a decrease in daily vehicle trips generated as compared to the previously considered bank use (addition of 86 net new daily trips/day with the Modified Project versus 296 net new daily trips/day with the approved project; refer also to discussion under Transportation, below).

As construction and operational emissions of all criteria pollutants for the previously approved project were calculated to be well below the adopted significance thresholds, it is anticipated that the Modified Project would not result in an increase of any criteria pollutants to a level of significance or expose sensitive receptors to substantial pollutant concentrations. Impacts would remain less than significant in this regard.

As with the 2021 IS/MND, LSTs would apply to the operational phase of a project if the project includes stationary sources or attracts mobile sources that may spend extended periods queuing and idling at the site (e.g., warehouse or transfer facilities). The Modified Project would not substantially change the on-site use (commercial use with drive-thru) and would further reduce both the square footage of the proposed use (4,000 SF to 950 SF) and associated net new vehicle trips/day added (296 ADT to 86 ADT). Similar to the approved project, due to the lack of such emissions, the Modified Project would not require long-term LST analysis. Operational LST impacts would not increase with the Modified Project and would remain less than significant.

As with the 2021 IS/MND, the Modified Project does not include any uses identified by the SCAQMD as being associated with odors. Further, as noted, the Modified Project would reduce associated vehicle trips generated as compared to the approved project, thereby reducing any potential associated odors from operations (i.e., mobile sources).

Any odors resulting from construction of the Modified Project would be localized, short-term, and would dissipate rapidly. Although the Modified Project would change the anticipated use of the site from a commercial bank to a coffee shop, due to the nature of the store as a coffee shop, it is not anticipated that project operations, including any effects from idling cars, would result in increased emissions leading to odors that would adversely affect a substantial number of people. Impacts in this regard would remain less than significant.

Energy/Greenhouse Gas Emissions

Based on the relatively limited development anticipated with the approved use on Pad A (4,000 SF commercial bank with associated parking and landscaping), the 2021 IS/MND determined that construction and operational impacts would not result in impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, nor would the approved project conflict with a state or local plan for renewable energy or energy efficiency.

Similarly, the 2021 IS/MND concluded that the project as proposed would result in less than significant impacts relative to greenhouse gas (GHG) emissions. The approved project would not generate GHG emissions that would directly or indirectly result in a significant environmental impact, nor would the project conflict with plans or policies aimed at reducing GHG emissions. Emissions resulting with the approved project were determined to be below the adopted South Coast Air Quality Management District significance threshold of 3,000 metric tons of carbon dioxide equivalent (MTCO_{2e}) per year.

The Modified Project would not substantially increase energy demands related to construction or operations as compared to the approved project. Construction activities for the Modified Project

are assumed to be similar (and in fact, reduced due to the smaller square footage of the structure proposed) and would generally involve the same equipment use and methods.

Energy demands associated with operation of the Modified Project (i.e., beverage preparation/kitchen facilities) as compared to the assumed bank use are not expected to substantially increase energy use or result in the wasteful, inefficient, or unnecessary consumption of energy resources. Further, similar to the approved project, the Modified Project would be subject to applicable local and state policies and regulations aimed at reducing energy demands and is therefore not anticipated to conflict with or obstruct a state or local plan renewable energy or energy efficiency. Based on such conditions, construction and operational impacts resulting with implementation of the Modified Project relative to energy use are anticipated to remain less than significant.

As no substantial change in construction activities required for the proposed coffee shop use versus the commercial bank use is anticipated, it is assumed that construction-generated GHG emissions would remain similar. Therefore, no substantial increase in construction-related GHG emissions would occur with the Modified Project.

Based on the *Transportation Impact Study* (Michael Baker International; June 23, 2021) prepared for the 13861 Brookhurst Street Shopping Center Expansion Project, the approved project was determined to result in the addition of 2,324 net new vehicle trips/day [average daily trips (ADT) generated by the uses proposed with the approved project minus existing ADT generated by operation of the larger shopping center]. Specifically, the anticipated commercial bank use was calculated to generate an estimated 269 net new vehicle trips/day [449 ADT minus internal reductions for pass-by trips (90 ADT) and internal reductions for driveway trips (90 ADT)].

Based upon the *Dutch Bros. Coffee 9855 Westminster Avenue Drive-Through Queuing Analysis and Trip Generation Memorandum* prepared for the Modified Project (Translutions; August 2022), operations with the Modified Project would result in 86 net new vehicle trips/day added (above existing conditions), less than the previously proposed commercial bank (269 net new vehicle trips/day). Therefore, the Modified Project would decrease the number of net new vehicle trips/day added as compared to the approved project by 183.

Mobile source GHG emissions from the approved project were estimated to be 2,682.81 MTCO₂e/year based on the generation of 2,324 vehicle trips/day (includes the commercial bank use). Overall, GHG emissions from the approved project were estimated to be 2,964.46 MTCO₂/year (with consideration for direct and indirect emissions), which is below the 3,000 MTCO₂/year significance threshold; refer to the 2021 IS/MND for additional details. The number of net new trips generated with the Modified Project (86 ADT) would therefore result in a decrease in associated GHG emissions generated from mobile sources as compared to the approved project. As a result, GHG emissions with the Modified Project would similarly remain below the significance threshold of 3,000 MTCO₂e/year. Impacts in this regard would remain less than significant.

Further, it should be noted that as new advances in technology continue to be made, and overall vehicular emissions continue to decrease (as older cars on the road are replaced by more fuel- and energy-efficient vehicles), the generation of GHG emissions from construction and operational activities are generally considered to also decrease over time (i.e., since the time when GHG emissions were originally modeled for implementation of the 13861 Brookhurst Street Shopping Center Expansion Project). The proposed change in use from a bank to a coffee shop would also not result in a conflict with or change the finding in the 2021 IS/MND of project compliance with GHG reduction actions/strategies outlined in the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments and the California Air Resources Board Scoping Plan.

Based on the above, the Modified Project would result in a decrease in overall GHG emissions as compared to the approved project. Impacts relative to GHG emissions would therefore remain less than significant.

Hydrology/Water Quality

A Preliminary Water Quality Management Plan was previously prepared for the approved project by Proactive Engineering Consultants, Inc. (IS/MND Appendix E-2) to assess whether the project would result in hydrology or water quality impacts. Activities associated with development of the anticipated uses considered included commercial maintenance, vehicle parking, and/or landscape activities and could have the potential to adversely affect stormwater quality. In order to mitigate potential pollutants, both non-structural and structural source control best management practices (BMPs) were identified for implementation. The 2021 IS/MND indicated that proposed storm drain infrastructure would include construction of grated inlets, filter insert structures, and five underground infiltration systems consisting of Stormtech chambers or an approved equal encased in gravel which would serve the overall site. Brooks Boxes would be provided upstream of the underground infiltration systems for conveying runoff to the underground infiltration systems. A Property Owners Association would be created to maintain and manage such facilities. The 2021 IS/MND determined that the project as designed would not decrease the quality or increase the quantity of surface or groundwater as BMPs would be designed and implemented to prevent an increase in run-off and peak flow and any adverse impacts on water quality. The approved project's hydrology/water quality impacts were determined to be less than significant.

The Modified Project requires preparation of a site-specific grading plan and water quality management plan for City approval to ensure compliance with relevant state and local regulations for assuring short- and long-term water quality protections, along with implementation of appropriate BMPs. As such, although site disturbance and hydrological conditions may differ slightly in the Modified Project as compared to the approved project, it is not anticipated that the Modified Project would violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. Impacts with the Modified Project would remain less than significant.

Noise

The 2021 IS/MND determined that noise levels associated with construction and operation (including groundborne vibration or noise) of the project as proposed would not exceed the City's established noise thresholds, and impacts were determined to be less than significant. Additionally, noise levels resulting with project operations, including stationary sources (mechanical equipment, parking areas, etc.), mobile sources, drive-through operations, and outdoor gathering areas, were also determined to remain below established noise level thresholds, resulting in less than significant impacts.

Construction of the Modified Project would occur on Pad A, similar to that analyzed for the approved bank use in the 2021 IS/MND. The Modified Project would result in construction of a 950 SF building and associated improvements as compared to the 4,000 SF bank use as originally anticipated. It is assumed that construction activity and equipment use would therefore be similar or slightly reduced as compared to the approved project. Further, no new sources of groundborne vibration or noise are anticipated with construction of the Modified Project (i.e., no new or different construction methods would be required), and the Modified Project would be similarly required to conform to City Municipal Code regulations pertaining to construction activity. Construction noise impacts would remain less than significant in this regard.

Similarly, operational noise would be expected to remain at a less than significant level. The Modified Project would decrease the number of new daily vehicle trips on the local roadway system as compared to the approved project, thereby decreasing related noise. Such noise levels would not exceed the threshold where the human ear can perceive a change in noise levels (3 dBA increase). It is anticipated that similar mechanical equipment would be installed with the Modified Project and it would similarly be required to comply with City Municipal Code requirements (Section 8.47.060(C)) pertaining to screening and noise levels. Noise impacts resulting from parking activities and delivery trucks would also remain similar to that assumed for the previously approved project.

The proposed drive-through lanes for the Dutch Bros. Coffee use would be distanced from the western property line by approximately 100 feet; this is similar to the drive-through lane proposed in in with the approved project. Additionally, the existing block wall along the western property boundary would remain in place with the Modified Project, which would help to further reduce noise levels from project construction and operation.

The 2021 IS/MND noted that the closest sensitive receptors are multi-family residences located approximately 74 feet to the west of the speakerphone associated with the proposed Building A (commercial bank) drive-through. The IS/MND determined that, at a distance of 74 feet, noise level from the speakerphone would be reduced to 47 dBA L_{eq} and would not exceed the existing ambient noise level (60.2 dBA). As such, impacts in this regard were determined to be less than significant for the approved project.

Based on application materials provided by the current project applicant, the drive-through for the Dutch Bros. Coffee would not include any speaker boxes. All customer orders would be taken

in person either at the window or by a “runner” that would carry a handheld device to transmit orders to the kitchen. The ordering process would therefore minimize potential noise impacts and decrease the amount of vehicle idling at menu boards that are common at traditional drive-through facilities. Impacts are therefore considered less than significant in this regard. Refer also to the discussion under Transportation, below, regarding the potential for queuing and stacking of vehicles and idling times associated with the Modified Project.

As evaluated in the 2021 IS/MND, noise generated by groups of people (i.e., crowds) is dependent on several factors including vocal effort, impulsiveness, and the random orientation of the crowd members. Based on the 2021 IS/MND, crowd noise is estimated at 60 dBA at one meter (3.28 feet) away for raised normal speaking. This noise level would have a +5 dBA adjustment for the impulsiveness of the noise source, and a -3 dBA adjustment for the random orientation of the crowd members.¹ Therefore, crowd noise would be approximately 62 dBA at one meter from the source (i.e., at the outdoor seating area proposed along Building C, as analyzed in the 2021 IS/MND).

As stated in the 2021 IS/MND, sound generally spreads (propagates) uniformly outward in a spherical pattern and the sound level decreases (attenuates) at a rate of approximately 6 dB for each doubling of distance from a stationary or point source. Sound from a line source, such as a highway, propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of approximately 3 dB for each doubling of distance from a line source, depending on ground surface characteristics. Similarly, a halving of the energy of a noise source would result in a 3 dB decrease. No excess attenuation is assumed for hard surfaces like a parking lot or a body of water. Soft surfaces, such as soft dirt or grass, can absorb sound, so an excess ground-attenuation value of 1.5 dB per doubling of distance is normally assumed. For line sources, an overall attenuation rate of 3 dB per doubling of distance is assumed.²

The Modified Project includes an outdoor patio with seating and a customer walk-up window adjacent to the west side of the proposed structure. The nearest sensitive receptors to the proposed outdoor patio are multi-family uses located approximately 150 feet, or 46 meters, to the west of the site. Applying the above methodology to the Modified Project (and assuming a reference noise level of 62 dBA at one meter, or 3.28 feet, from the source), noise levels at the nearest sensitive receptors due to noise generated by the outdoor patio would be reduced to 29 dBA. Therefore, the Modified Project would not exceed the City’s daytime noise standards of 55 dBA. Further, noise levels would be lower than existing ambient noise levels which reach 66.5 dBA along Westminster Avenue (adjacent to the southern boundary of the multi-family uses) between Brookhurst Street and Kerry Street; refer to Table 13-3, Existing Traffic Noise Levels, of the 2021 IS/MND for additional detail. As such, project operational noise associated with outdoor patio use

¹ Hayne, M.J., R.J. Rumble and D.J. Mee. 2006. “Prediction of Crowd Noise.” Acoustics, November 2006. https://www.acoustics.asn.au/conference_proceedings/AASNZ2006/papers/p46.pdf.

² US DOT (US Department of Transportation). 2017. Highway Traffic Noise Analysis and Abatement Policy and Guidance. https://www.fhwa.dot.gov/environMent/noise/regulations_and_guidance/polguide/polguide02.cfm.

would not introduce an intrusive noise source and impacts would remain less than significant in this regard, similar to the approved project.

Transportation

The 2021 IS/MND determined that the project as proposed would not conflict with any plans or policies addressing the circulation system and that the project would not result in hazardous conditions or incompatible uses. Additionally, a queuing study was prepared for the high-volume drive-through restaurant uses which determined that the project as designed provided sufficient storage to accommodate anticipated queuing during peak hours of operation and that no issues relative to public safety or congestion would occur. The 2021 IS/MND also indicated that the project met the City's screening criteria as locally serving retail and a full vehicle miles traveled (VMT) analysis was therefore not required.

As the proposed coffee shop represents a different type of use than the previously planned commercial bank use, the project applicant prepared an updated technical evaluation to provide supplemental trip generation and queuing data associated with the Modified Project. Michael Baker has peer-reviewed the *Dutch Bros. Coffee 9855 Westminster Avenue -- Drive-Through Queuing Analysis and Trip Generation* (Translutions; August 2022), included as Attachment C.

As indicated in the 2021 IS/MND, the approved project was expected to generate a total increase of 2,324 net new vehicle trips/day, increasing existing daily trips generated by the overall shopping center from 8,981 ADT to 11,305 ADT. Of this, the commercial bank use was anticipated to add a total increase of 269 net new trips/day. In comparison, the Modified Project would generate a total of 86 net new trips/day.

The approved project was anticipated to add a total of 197 net new trips/day during the AM peak hour and 160 net new trips/day during the PM peak hour. Of this, the commercial bank use was estimated to generate 22 net new trips/day during the AM peak hour and 42 net new trips/day during the PM peak hour. In comparison, as determined in the 2022 trip generation study, the Modified Project is anticipated to generate a total of 14 net new trips/day during the AM peak hour and 6 net new trips/day during the PM peak hour.

Therefore, as the commercial bank use was determined to generate 269 net new vehicle trips/day, the addition of daily trips generated by the proposed Dutch Bros. Coffee use would decrease daily trip generation assumptions in the 2021 IS/MND (by 183 net new trips/day). It should also be noted that some of the trips generated are not new trips, but rather "pass-by" trips, which are trips already on the roadway, wherein a driver temporarily stops at a location that is not the intended end destination. The Modified Project is therefore not considered to result in a substantial change in the number of daily trips generated with development of the subject site.

The Modified Project would not result in new or substantially different conditions that would conflict with plans or policies addressing the circulation system or result in hazardous conditions or incompatible uses that may adversely affect emergency access or circulation. Potential effects on the existing circulation system (i.e., roadways, sidewalks, bike lanes, area transit, etc.) would remain the same as with the approved project. The Modified Project does not require or propose

any off-site roadway improvements. Adjacent roadways would remain in their current condition, as with the approved project. The Modified Project would expand commercial use of the existing overall shopping center site and would not result in development of any new land uses that would be incompatible with existing on-site uses or within the surrounding neighborhoods, similar to the approved project. As with the approved project, the applicant for the Modified Project would be required to prepare a construction management plan, consistent with City standard requirements, to ensure that any disruption to surrounding roadways is minimized and that public safety is maintained during the construction phase. Impacts in this regard would remain less than significant.

Additionally, the 2022 trip generation analysis (Translutions; August 2022) included survey data from three comparable Dutch Bros. Coffee sites operating within other communities in southern California that observed a maximum queue of 15 vehicles during weekdays and 22 vehicles during the weekend. The maximum queue of 22 vehicles was observed during a 5-minute span at a single location on the weekend. The Modified Project design provides approximately 370 feet of stacking space behind the drive-through window. The proposed queuing lane provides dedicated stacking space to accommodate up to 21 vehicles plus available overflow capacity to handle an additional 3 vehicles within the bypass lane, as needed. Based on the survey data, the analysis concluded that as designed, the Modified Project would provide adequate space to accommodate the anticipated maximum queue.

Additional project design features would also be implemented with the Modified Project to further ensure that the potential for queuing to occur is minimized and include: use of a runner system for order taking and payment to increase speed and efficiency in drink delivery; required monthly staff meetings to discuss traffic control strategies; dedicated staff solely for the purpose of traffic control to ensure that maximum queuing space is utilized and that no cars block adjacent traffic flows; clear signage to direct drivers through the site; and delivery of drinks to vehicles waiting in line during peak times, allowing such customers to use the bypass lane instead of remaining in line to reach the service window. As concluded in the additional queuing analysis provided by the project applicant (Translutions, August 2022; see Attachment C), the Modified Project is anticipated to provide adequate drive-through storage capacity to accommodate peak queues and maintain adequate circulation/site access.

Further, the Modified Project meets the City's screening criteria as locally serving retail.³ Therefore, a full vehicle miles traveled analysis is not required. As with the approved project, impacts relative to VMT would remain less than significant with the Modified Project.

³ Local-serving retail uses less than 50,000 square feet, including gas stations, banks, restaurants, and shopping centers, may be presumed to have a less than significant impact. The Modified Project would add approximately 950 square feet of commercial use to the existing shopping center. The proposed use is consistent with the existing uses on-site and is not anticipated to generate "new demand," but rather provide a convenient destination for patrons. As the square footage of the proposed use is

Based on the above, the Modified Project is not anticipated to result increased impacts relative to transportation as compared to the approved project. Impacts would remain less than significant and no new mitigation measures are required.

Tribal Cultural Resources

The Modified Project would be required to implement mitigation measure TCR-1 which would involve on-site monitoring by a Native American monitor during project-related ground disturbing activities. As indicated in the 2021 IS/MND, impacts on tribal cultural resources would be reduced to less than significant with this mitigation measure incorporated.

Conclusion

The findings relative to CEQA compliance identified in the *13861 Brookhurst Street Shopping Center Expansion Project IS/MND* remain applicable, because the Modified Project would not result in new or substantially more severe significant environmental impacts as compared with the impacts disclosed in the adopted 2021 IS/MND, nor are there any other circumstances that require the preparation of a subsequent IS/MND or EIR. Thus, an Addendum to the 2021 IS/MND is appropriate. The Modified Project would remain subject to mitigation identified in the 2021 IS/MND (mitigation measure TCR-1).

[Attachment A: Site Plan with Aerial](#)

[Attachment B: Approved Site Plan](#)

[Attachment C: Drive-Through Queuing Analysis and Trip Generation](#)

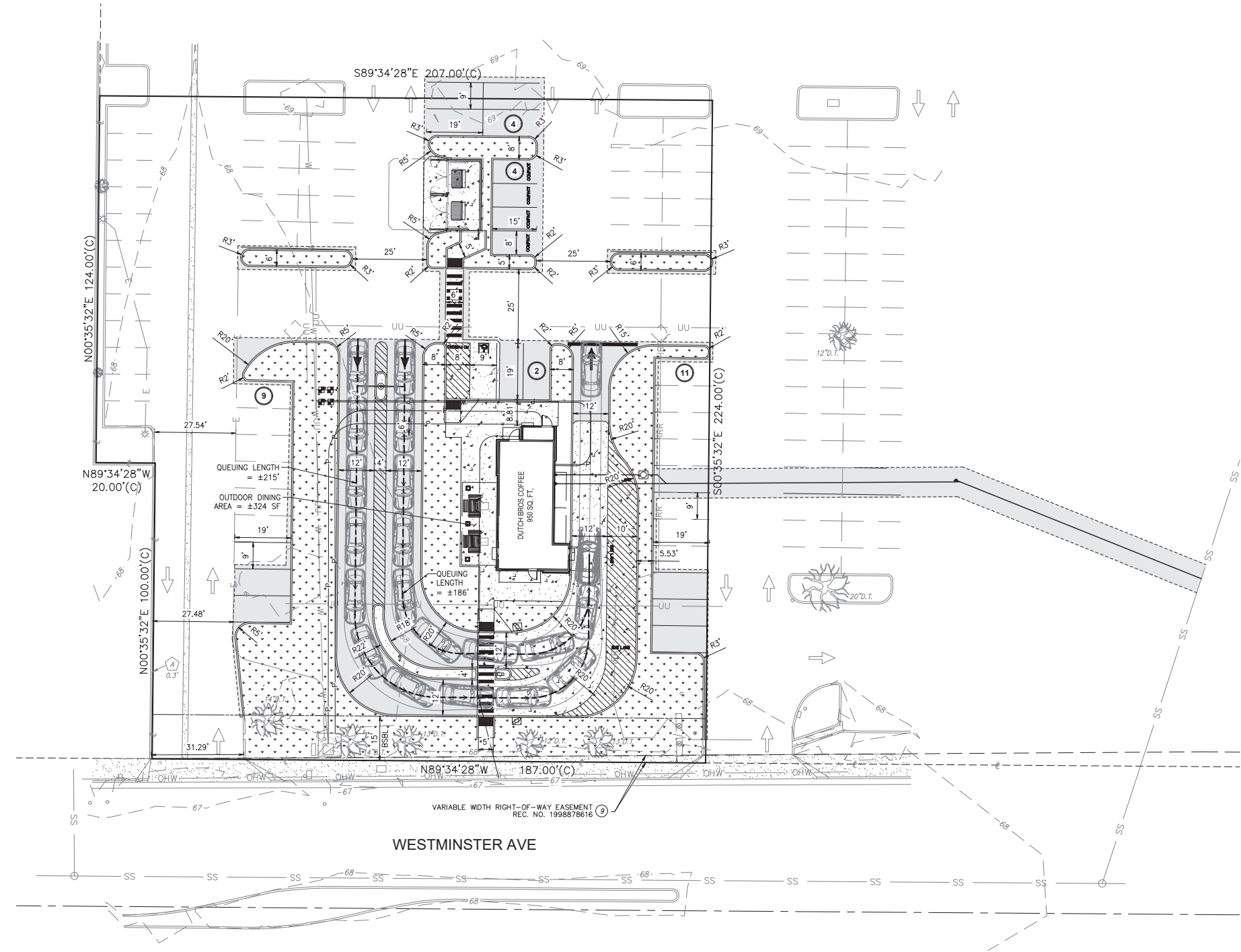
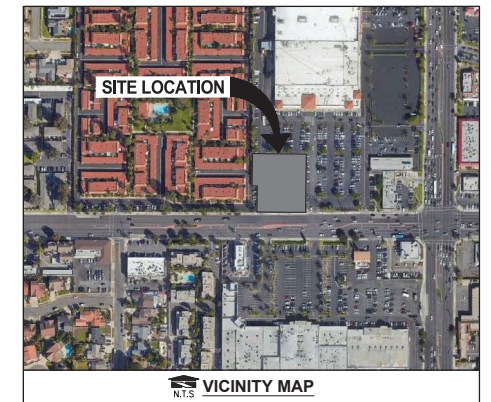
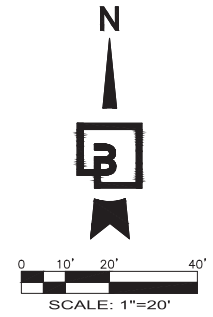
under the 50,000 square foot threshold for retail projects, the Modified Project is screened out based on the Project Type Screening criteria for locally serving retail.

Attachment A
Site Plan with Aerial

The name DUTCH BROS. and all associated logos, distinctive designs, content, information, and other materials featured, displayed, contained herein, and made available by Dutch Bros., including but not limited to, the "look and feel" of the establishments and products, all text, images, colors, configurations, graphics, designs, illustrations, photographs, and pictures (collectively, the "Materials") are owned by and/or licensed by DB Franchising USA, LLC and are protected by copyright, trademark, trade dress, patent, and/or other intellectual property rights and unfair competition laws under the United States and foreign laws.

DUTCH BROS. COFFEE - CA6701, GARDEN GROVE, CA

TEST FIT - SITE PLAN



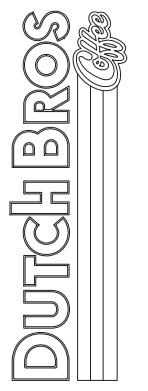
PROJECT DATA

ADNA-A1
 TRASH ENCLOSURE = 24'x12'
PARKING
 SURPLUS FOR SHOPPING CENTER PER ENTITLEMENT APPROVAL SP-101-2021 = 25 SPACES
 DISPLACED PARKING TO ACCOMMODATE DUTCH BROS = 25 SPACES
 SP-101-2021: BUILDING "A" PARKED AT 1 SPACE / 200 SF
 4000 SF / 200 SF = 20 SPACES
 DUTCH BROS: 1 SPACE / 200 SF
 950 SF / 200 SF = 5 SPACES
 DUTCH BROS OUTDOOR DINING AREA: 1 SPACE / 100 SF
 324 SF / 100 SF = 4 SPACES
 DUTCH BROS TOTAL REQUIRED = 5 + 4 = 9 SPACES
 PROPOSED REGULAR PARKING = 30 (12 NEW STD, 4 NEW COMPACT, 14 EXISTING)
 PROPOSED ADA PARKING = 1 (NEW)
 TOTAL PARKING = 31
 NEW SHOPPING CENTER SURPLUS = 31 SPACES
 VEHICLE QUEUING = 20

LEGEND	
BUILDING LINE	
EXISTING CURB TO REMAIN	
PROPOSED CURB	
PROPOSED LANDSCAPING	
EXISTING LANDSCAPING	
PROPOSED ASPHALT	
PROPOSED CONCRETE	

PRELIMINARY NOT FOR CONSTRUCTION

Title:
 TEST-FIT SITE PLAN
 13861 BROOKHURST STREET
 GARDEN GROVE, CA 92844



For:

Scale:
 Horizontal 1" = 20'
 Vertical N/A

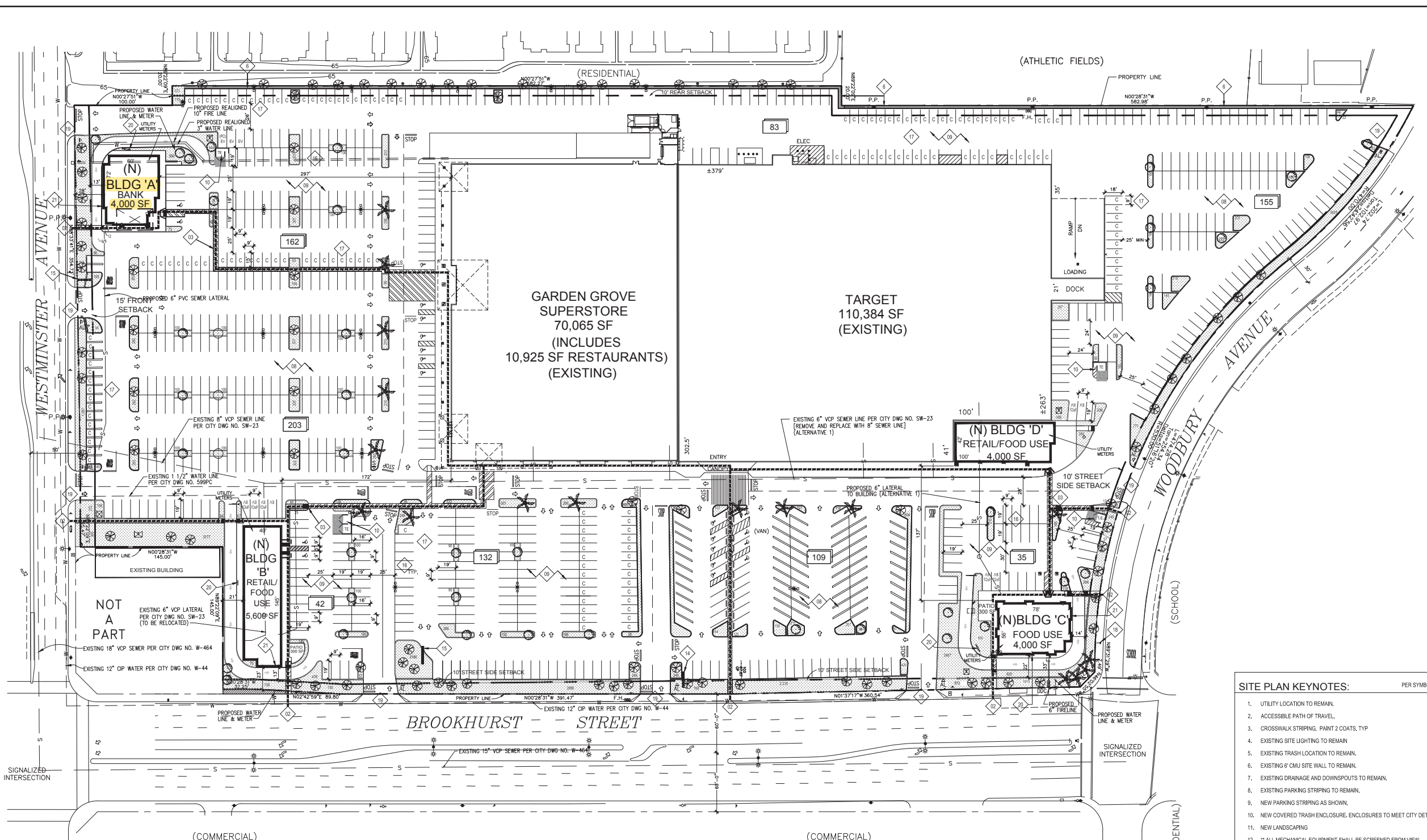
Designed: JAH
 Drawn: AJ
 Checked: JAH
 Approved: HFS
 Date: 10/17/23

Barghausen Consulting Engineers, Inc.
 18215 72nd Avenue South
 Kent, WA 98032
 425-251-6222
 barghausen.com



Job Number: 22459
 Sheet: 1 OF 1
 DATE: 10/17/23
 DRAWN BY: JAH
 CHECKED BY: JAH
 APPROVED BY: HFS

Attachment B
Approved Site Plan



PROPOSED PLAN SUMMARY

SITE AREA	SQ. FT.		AC	
	Parking Code	Sq. Ft.	Parking	Required
Existing:				
Superstore:				
Retail	4/1,000	59,140	237	
Restaurant	10/1,000	9,191	92	
<16 Seat Restaurant	5/1,000	1,734	9	
Subtotal Superstore:		70,065	338	
Target:	4/1,000	110,384	442	
Total Existing Parking Required:		180,449	780	
Proposed:				
Retail Use:	4/1,000	3,664	15	
Bank Use:	5/1,000	4,000	20	
Restaurant Use:	10/1,000	9,936	100	
Parking Ratio for outdoor patio	1/100	600	6	
Total Proposed Parking Required (includes patio):		18,200	141	
EV Clean Air Parking - (table 5.106.5.2)		11	11	Provided
Vehicular Parking Spaces = 141				Required
EV Charging Spaces (Future) - (table 5.106.5.3.3)		7	7	Provided
Vehicular Parking Spaces = 141 (FC)=Future Charger				Required
Bicycle Parking/Rack (5% of 141)		12	7	Req'd
Total Parking Required			921	
Parking Provided:			921	
STANDARD	81%	772		
COMPACT	19%	149		
Total Parking Surplus				0
Parking Ratio Provided per 1,000 sq.ft.:				7.7/1000
New Buildings (up to 9,936 sq. ft. rest. use and 4,000 sq. ft. bank use):				
Building A		4,000		
Building B		5,600		
Building C		4,000		
Building D		4,000		
Total New Building Area:		17,600		

TOTAL EXISTING SQ. FT. = 180,449 SQ. FT.
TOTAL PROPOSED SQ. FT. = 17,600 SQ. FT.
TOTAL SQ. FT. = 198,049 SQ. FT.

- SITE PLAN KEYNOTES:**
- UTILITY LOCATION TO REMAIN.
 - ACCESSIBLE PATH OF TRAVEL.
 - CROSSWALK STRIPING, PAINT 2 COATS, TYP.
 - EXISTING SITE LIGHTING TO REMAIN.
 - EXISTING TRASH LOCATION TO REMAIN.
 - EXISTING 8' CMU SITE WALL TO REMAIN.
 - EXISTING DRAINAGE AND DOWNSPOUTS TO REMAIN.
 - EXISTING PARKING STRIPING TO REMAIN.
 - NEW PARKING STRIPING AS SHOWN.
 - NEW COVERED TRASH ENCLOSURE, ENCLOSURES TO MEET CITY DETAIL B-502.
 - NEW LANDSCAPING
 - ** ALL MECHANICAL EQUIPMENT SHALL BE SCREENED FROM VIEW
 - ALL EXISTING LANDSCAPE TO REMAIN, UNLESS NOTED ON PLANS.
 - EXISTING PYLON TARGET SIGN TO REMAIN
 - EXISTING PYLON SIGN TO REMAIN
 - PROPOSED STANDARD PARKING STALL MIN SIZE 9'X19' PER GGMC 9.18.140.040
 - PROPOSED COMPACT PARKING STALL MIN SIZE 8'X15' PER GGMC 9.18.140.040 UP TO 20% OF THE REQUIRED PARKING MAY BE COMPACT SPACES.
 - REMOVE EXISTING UTILITY SUPPORT POLE AND CABLE.
 - REMOVE AND REPLACE DRIVEWAY APPROACH TO CITY STANDARD.
 - DRIVE-THRU ORDER KIOSK OR WINDOW.
 - DRIVE-THRU PICK-UP WINDOW.

SITE INFO
 NORTH WEST CORNER OF BROOKHURST AND WESTMINSTER
 GARDEN GROVE, CALIFORNIA

ZONING: C-2

SETBACKS:
 FRONT: 15'-0"
 INTERIOR SIDE: 0"
 SIDE STREET: 10'-0"
 REAR: 10'-0"

BUILDING HEIGHT: 35' MAX
 NO EXISTING OR PROPOSED BUILDINGS TO BE TALLER THAN 35' PER GGMC 9.16.040.010

LEGAL DESCRIPTION:
 THAT PORTION OF THE SOUTHEAST QUARTER OF SECTION 8, TOWNSHIP 5 SOUTH RANGE 10 WEST, IN THE RANCHO LOS BOLSAS, CITY OF GARDEN GROVE, COUNTY OF ORANGE, STATE OF CALIFORNIA AS PER MAP RECORDED IN BOOK 51 PAGE 12 OF MISCELLANEOUS MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF THE COUNTY OF ORANGE.

BUILDING ADDRESS:
 13861 BROOKHURST STREET
 APN: 098-621-01

SITE AREA: 738,758

LOT COVERAGE:
 NET SIZE OF LOT = 738,758 SF
 TOTAL BUILDING AREA = 198,049 SF
 % DECREASE FROM EXISTING = 6.3%
 TOTAL SETBACK AREA = 96,428 SF

LOT - SETBACKS - BUILDINGS = NDA
 NET DEVELOPMENT AREA = 444,281 SF
 10% OF NDA = 44,428 SF
 TOTAL LANDSCAPE IN NDA = 30,640 SF
 % OF NDA = 6.9%
 % INCREASE OVER EXISTING = 32.8%
 TOTAL LANDSCAPE ON SITE = 44,343 SF
 % OF SITE = 6%
 % INCREASE OVER EXISTING = 8.25%
 BUILDING COVERAGE = 26.8%
 % INCREASE = 1.6%

- LEGEND**
- cupaniopsis anacardioides Carrotwood
 - syagrus romanzoffiana Queen Palm
 - pyrus calleryana 'bradford' Bradford flowering pear
 - laphostemon confertus Brisbane Box
 - PLANTERS - phaphioplepis indica Springtime Indian Hawthorne
 - ligustrum japonicum 'texanum' Wax Leaf Privet
 - ADA PATH OF TRAVEL
 - SETBACK
 - PROPERTY LINE
 - TRANSFORMER



Attachment C
Drive-Through Queuing Analysis
and Trip Generation



August 15, 2022

Ms. Brianna Uy, Project Planner
 Barghausen Consulting Engineers, Inc.
 18215 72nd Avenue South,
 Kent, WA 98032

Subject: Dutch Bros. Coffee 9855 Westminster Avenue - Drive-Through Queuing Analysis and Trip Generation

Dear Kimberly:

Translutions, Inc. (Translutions) is pleased to provide this letter discussing the trip generation and drive-through queuing analysis for the proposed 950 square-foot Dutch Bros. Coffee to be located in the existing shopping center located on the northwest corner of Brookhurst Street and Westminster Avenue in the City of Garden Grove. Specifically, this letter includes drive-through queuing surveys at several Dutch Bros. Coffee locations in Southern California to identify the potential queues at the proposed project location.

PROJECT DESCRIPTION

The project proposes the construction of a 950 square-foot Dutch Bros. Coffee. Primary access to the shopping center is provided by driveways on Brookhurst Street, Woodbury Avenue and Westminster Avenue. The project site plan is shown in Figure 1. The site plan also shows that there is stacking space at the drive-through window to accommodate 21 vehicles in the drive through aisles and an additional two (2) vehicles without fully blocking the drive aisle or any parking spaces.

TRIP GENERATION

Trip generation for the project is based on rates for Land Use 937 "Coffee/Donut Shop with Drive-Through Window" from the ITE *Trip Generation*, 11th Edition. Retail, fast food, and dining related uses typically attract some trips from the adjacent roadway system which are technically not new trips but trips that are already on the roadway. For example, someone traveling on a roadway sees a coffee shop and stops to purchase a cup of coffee and then continues along the original route. Such trips are called pass-by trips. In case of a coffee shop with minimal outdoor seating, a majority of the trips are expected to be pass-by trips since the coffee shop itself is not a destination. Therefore, the pass by rates for Land Use 938 "Coffee/Donut Shop With Drive-Through Window and No Indoor Seating" have been applied to the trip generation. Table A shows the project trip generation.

Table A - Project Trip Generation

Land Use	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Coffee Shop with Drive-Through Window								
Trip Generation Rates ¹		43.80	42.08	85.88	19.50	19.50	38.99	533.57
Trip Generation	0.950 TSF	42	40	82	19	18	37	507
Pass By Trips ²	83%	(34)	(34)	(68)	(15)	(16)	(31)	(421)
Total Net Trips		8	6	14	4	2	6	86
Total Net New Trip Generation		8	6	14	4	2	6	86

Notes: TSF = Thousand Square Feet

- ¹ Trip generation based on rates for Land Use 937 - "Coffee/Donut Shop with Drive-Through Window" from Institute of Transportation Engineers' (ITE) *Trip Generation* (11th Edition).
- ² Pass-By rates based on rates for Land Use 938 "Coffee/Donut Shop with Drive-Through Window and No Indoor Seating" from ITE *Trip Generation Handbook* (3rd Edition).

As shown in Table A, the total project is anticipated to generate 14 net new trips during the a.m. peak hour, 6 net new trips during the p.m. peak hour, and 86 net new daily trips.

DRIVE-THROUGH QUEUING ANALYSES

To determine the potential drive-through queue lengths that may be anticipated with the completion of the project, a drive-through queuing analysis was conducted based on the survey data of three open and operating Dutch Bros. locations in Southern California. The three sites were surveyed on a weekday and weekend in February 2022 from 5:00 a.m. to 11:00 p.m. Appendix A includes the survey data. Table C shows the observed queues at the three locations. As shown in Table C, the maximum observed queue was 22 vehicles. It should be noted that the maximum observed queue occurred from 11:30 to 11:35 a.m. and 1:05 to 1:10 p.m., which is less than 1% of the 11 hours that the store is in operation. The site plan provides queuing space for more than 22 vehicles. Therefore, the project's available storage space in the drive-through lanes is anticipated to accommodate the maximum observed queue length surveyed at the Dutch Bros. locations.

Table C: Dutch Bros. Southern California Locations Drive-Through Queues

City	Address	Maximum Queue Length	
		Weekday	Weekend
Apple Valley ¹	21690 Bear Valley Road	15	22
La Quinta ¹	44175 Jefferson Street	14	20
Indio ¹	81776 CA 111	15	14
Maximum Queue Length		22	

¹ Drive-Through queues based on the survey data collected at 3 Dutch Bros. locations in Southern California in February 2022 by Counts Unlimited.

SUMMARY AND CONCLUSIONS

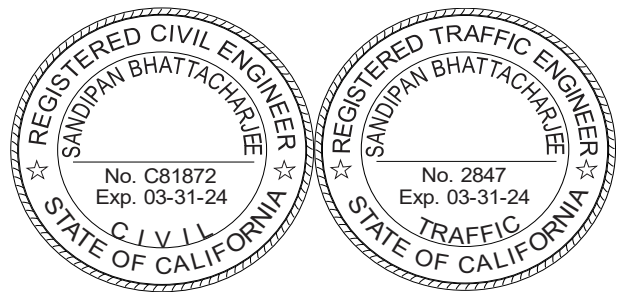
The proposed Dutch Bros. Coffee will include 950 square feet. The project is anticipated to generate 14 net new trips during the a.m. peak hour, 6 net new trips during the p.m. peak hour, and 86 net new daily trips. The project provides a drive-through stacking for more than 22 vehicles, which would accommodate the maximum queues at the Dutch Bros. locations.

We hope you will find this information helpful. Should you have any questions, please don't hesitate to call me at (949) 656-3131 or by email at sandipan@translutions.com.

Sincerely,

translutions, Inc.
Sandipan Bhattacharjee

Sandipan Bhattacharjee, P.E., T.E., AICP, ENV SP
Principal



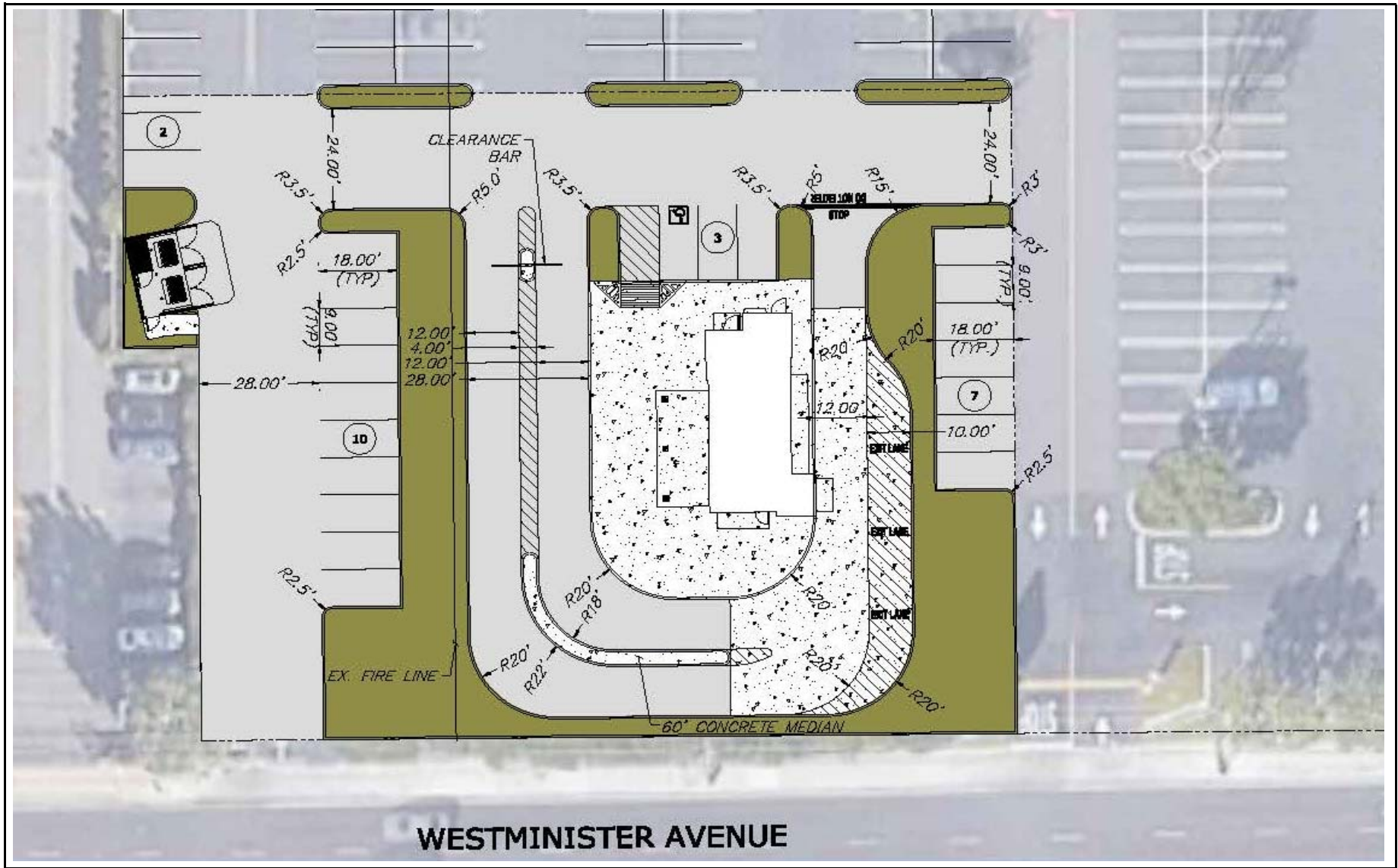


FIGURE 1

Dutch Bros. Garden Grove
Site Plan



ATTACHMENT A

DRIVE THRU SURVEY

LOCATION: Dutch Bros, 21690 Bear Valley Rd
 CITY: Apple Valley

DAY: Tuesday
 DATE: 2/1/2022

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

DRIVE THRU SURVEY

LOCATION: Dutch Bros, 21690 Bear Valley Rd
 CITY: Apple Valley

DAY: Tuesday
 DATE: 2/1/2022

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

DRIVE THRU SURVEY

LOCATION: Dutch Bros, 21690 Bear Valley Rd
 CITY: Apple Valley

DAY: Tuesday
 DATE: 2/1/2022

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance into Street	TOTAL
18:00	3	4	0	7
18:05	3	3	0	6
18:10	3	3	0	6
18:15	1	1	0	2
18:20	1	0	0	1
18:25	1	1	0	2
18:30	2	2	0	4
18:35	3	0	0	3
18:40	2	0	0	2
18:45	1	1	0	2
18:50	1	0	0	1
18:55	1	0	0	1
19:00	1	0	0	1
19:05	3	1	0	4
19:10	3	2	0	5
19:15	3	4	0	7
19:20	1	4	0	5
19:25	2	2	0	4
19:30	2	1	0	3
19:35	3	0	0	3
19:40	2	1	0	3
19:45	2	0	0	2
19:50	2	0	0	2
19:55	2	0	0	2
20:00	2	1	0	3
20:05	1	0	0	1
20:10	1	0	0	1
20:15	0	4	0	4
20:20	3	0	0	3
20:25	2	0	0	2
20:30	2	1	0	3
20:35	3	1	0	4
20:40	4	1	0	5
20:45	4	0	0	4
20:50	2	0	0	2
20:55	1	0	0	1
21:00	0	0	0	0
21:05	1	1	0	2
21:10	3	0	0	3
21:15	1	0	0	1
21:20	0	0	0	0
21:25	1	0	0	1
21:30	0	1	0	1
21:35	2	0	0	2
21:40	1	0	0	1
21:45	1	1	0	2
21:50	2	0	0	2
21:55	1	0	0	1
22:00	0	0	0	0
22:05	0	0	0	0
22:10	0	0	0	0
22:15	0	0	0	0
22:20	0	0	0	0
22:25	0	0	0	0
22:30	0	0	0	0
22:35	0	0	0	0
22:40	0	0	0	0
22:45	0	0	0	0
22:50	0	0	0	0
22:55	0	0	0	0
23:00	0	0	0	0

DRIVE THRU SURVEY

LOCATION: Dutch Bros, 21690 Bear Valley Rd
 CITY: Apple Valley

DAY: Saturday
 DATE: 1/29/2022

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

DRIVE THRU SURVEY

LOCATION: Dutch Bros, 21690 Bear Valley Rd
 CITY: Apple Valley

DAY: Saturday
 DATE: 1/29/2022

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

DRIVE THRU SURVEY

LOCATION: Dutch Bros, 21690 Bear Valley Rd
 CITY: Apple Valley

DAY: Saturday
 DATE: 1/29/2022

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance into Street	TOTAL
18:00	2	5	0	7
18:05	4	2	0	6
18:10	4	3	0	7
18:15	5	2	0	7
18:20	4	2	0	6
18:25	2	2	0	4
18:30	3	0	0	3
18:35	4	1	0	5
18:40	4	1	0	5
18:45	4	0	0	4
18:50	0	0	0	0
18:55	0	0	0	0
19:00	0	4	0	4
19:05	2	1	0	3
19:10	1	0	0	1
19:15	1	0	0	1
19:20	0	4	0	4
19:25	3	1	0	4
19:30	1	0	0	1
19:35	1	1	0	2
19:40	0	0	0	0
19:45	2	1	0	3
19:50	3	0	0	3
19:55	1	2	0	3
20:00	2	2	0	4
20:05	3	1	0	4
20:10	4	0	0	4
20:15	4	2	0	6
20:20	4	1	0	5
20:25	4	0	0	4
20:30	3	0	0	3
20:35	2	0	0	2
20:40	0	0	0	0
20:45	0	1	0	1
20:50	0	0	0	0
20:55	1	0	0	1
21:00	1	1	0	2
21:05	3	2	0	5
21:10	3	1	0	4
21:15	1	0	0	1
21:20	3	0	0	3
21:25	2	0	0	2
21:30	1	1	0	2
21:35	3	0	0	3
21:40	2	0	0	2
21:45	0	0	0	0
21:50	0	0	0	0
21:55	0	0	0	0
22:00	1	0	0	1
22:05	1	0	0	1
22:10	3	0	0	3
22:15	2	0	0	2
22:20	2	0	0	2
22:25	1	0	0	1
22:30	1	0	0	1
22:35	1	1	0	2
22:40	2	1	0	3
22:45	2	0	0	2
22:50	1	0	0	1
22:55	0	0	0	0
23:00	0	0	0	0

DRIVE THRU SURVEY

LOCATION: Dutch Bros, 44-175 Jefferson St
 CITY: La Quinta

DAY: Tuesday
 DATE: 2/1/2022

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

DRIVE THRU SURVEY

LOCATION: Dutch Bros, 44-175 Jefferson St
 CITY: La Quinta

DAY: Tuesday
 DATE: 2/1/2022

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

DRIVE THRU SURVEY

LOCATION: Dutch Bros, 44-175 Jefferson St
 CITY: La Quinta

DAY: Tuesday
 DATE: 2/1/2022

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance into Street	TOTAL
18:00	3	3	0	6
18:05	2	3	0	5
18:10	1	3	0	4
18:15	2	2	0	4
18:20	3	2	0	5
18:25	3	3	0	6
18:30	1	2	0	3
18:35	2	3	0	5
18:40	3	4	0	7
18:45	4	4	0	8
18:50	3	3	0	6
18:55	2	1	0	3
19:00	0	1	0	1
19:05	2	2	0	4
19:10	2	0	0	2
19:15	1	1	0	2
19:20	1	1	0	2
19:25	1	0	0	1
19:30	2	2	0	4
19:35	2	0	0	2
19:40	2	0	0	2
19:45	3	1	0	4
19:50	3	2	0	5
19:55	4	2	0	6
20:00	1	1	0	2
20:05	2	0	0	2
20:10	1	1	0	2
20:15	1	3	0	4
20:20	2	2	0	4
20:25	2	1	0	3
20:30	1	0	0	1
20:35	0	0	0	0
20:40	0	1	0	1
20:45	0	1	0	1
20:50	1	0	0	1
20:55	1	0	0	1
21:00	1	0	0	1
21:05	2	1	0	3
21:10	2	1	0	3
21:15	2	2	0	4
21:20	3	2	0	5
21:25	1	1	0	2
21:30	0	1	0	1
21:35	0	0	0	0
21:40	0	1	0	1
21:45	1	2	0	3
21:50	2	0	0	2
21:55	2	0	0	2
22:00	0	0	0	0
22:05	0	0	0	0
22:10	0	0	0	0
22:15	0	0	0	0
22:20	0	0	0	0
22:25	0	0	0	0
22:30	0	0	0	0
22:35	0	0	0	0
22:40	0	0	0	0
22:45	0	0	0	0
22:50	0	0	0	0
22:55	0	0	0	0
23:00	0	0	0	0

DRIVE THRU SURVEY

LOCATION: Dutch Bros, 44-175 Jefferson St
 CITY: La Quinta

DAY: Saturday
 DATE: 1/29/2022

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

DRIVE THRU SURVEY

LOCATION: Dutch Bros, 44-175 Jefferson St
 CITY: La Quinta

DAY: Saturday
 DATE: 1/29/2022

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

DRIVE THRU SURVEY

LOCATION: Dutch Bros, 44-175 Jefferson St
 CITY: La Quinta

DAY: Saturday
 DATE: 1/29/2022

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance into Street	TOTAL
18:00	0	2	0	2
18:05	1	1	0	2
18:10	1	1	0	2
18:15	2	3	0	5
18:20	3	3	0	6
18:25	1	2	0	3
18:30	1	0	0	1
18:35	1	0	0	1
18:40	1	2	0	3
18:45	1	2	0	3
18:50	1	2	0	3
18:55	1	1	0	2
19:00	1	3	0	4
19:05	1	4	0	5
19:10	1	3	0	4
19:15	2	3	0	5
19:20	2	2	0	4
19:25	3	3	0	6
19:30	3	4	0	7
19:35	1	2	0	3
19:40	2	0	0	2
19:45	2	0	0	2
19:50	2	0	0	2
19:55	0	0	0	0
20:00	1	2	0	3
20:05	1	1	0	2
20:10	1	0	0	1
20:15	1	0	0	1
20:20	2	5	0	7
20:25	1	3	0	4
20:30	0	1	0	1
20:35	1	0	0	1
20:40	1	0	0	1
20:45	1	2	0	3
20:50	2	1	0	3
20:55	1	2	0	3
21:00	1	3	0	4
21:05	1	2	0	3
21:10	1	0	0	1
21:15	2	0	0	2
21:20	2	3	0	5
21:25	2	0	0	2
21:30	2	0	0	2
21:35	2	2	0	4
21:40	1	3	0	4
21:45	2	4	0	6
21:50	1	3	0	4
21:55	0	2	0	2
22:00	1	0	0	1
22:05	1	0	0	1
22:10	1	1	0	2
22:15	2	2	0	4
22:20	2	4	0	6
22:25	3	6	0	9
22:30	2	5	0	7
22:35	2	1	0	3
22:40	0	0	0	0
22:45	0	0	0	0
22:50	0	0	0	0
22:55	0	0	0	0
23:00	0	0	0	0

DRIVE THRU SURVEY

LOCATION: Dutch Bros, 81-776 CA 111
 CITY: Indio

DAY: Tuesday
 DATE: 2/1/2022

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

DRIVE THRU SURVEY

LOCATION: Dutch Bros, 81-776 CA 111
 CITY: Indio

DAY: Tuesday
 DATE: 2/1/2022

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

DRIVE THRU SURVEY

LOCATION: Dutch Bros, 81-776 CA 111
 CITY: Indio

DAY: Tuesday
 DATE: 2/1/2022

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance into Street	TOTAL
18:00	2	1	0	3
18:05	2	1	0	3
18:10	1	0	0	1
18:15	2	0	0	2
18:20	0	0	0	0
18:25	2	0	0	2
18:30	3	1	0	4
18:35	3	2	0	5
18:40	2	0	0	2
18:45	1	0	0	1
18:50	2	0	0	2
18:55	1	0	0	1
19:00	1	0	0	1
19:05	3	0	0	3
19:10	2	0	0	2
19:15	2	0	0	2
19:20	1	0	0	1
19:25	2	1	0	3
19:30	2	2	0	4
19:35	2	2	0	4
19:40	1	0	0	1
19:45	1	0	0	1
19:50	1	0	0	1
19:55	1	4	0	5
20:00	2	2	0	4
20:05	2	2	0	4
20:10	3	1	0	4
20:15	2	0	0	2
20:20	2	0	0	2
20:25	2	1	0	3
20:30	3	2	0	5
20:35	2	3	0	5
20:40	1	1	0	2
20:45	2	0	0	2
20:50	3	0	0	3
20:55	1	0	0	1
21:00	0	0	0	0
21:05	1	0	0	1
21:10	1	0	0	1
21:15	1	0	0	1
21:20	1	0	0	1
21:25	3	1	0	4
21:30	2	2	0	4
21:35	0	1	0	1
21:40	2	0	0	2
21:45	2	0	0	2
21:50	2	3	0	5
21:55	2	2	0	4
22:00	2	2	0	4
22:05	1	1	0	2
22:10	0	0	0	0
22:15	0	0	0	0
22:20	2	0	0	2
22:25	2	1	0	3
22:30	2	2	0	4
22:35	2	0	0	2
22:40	2	0	0	2
22:45	1	1	0	2
22:50	3	0	0	3
22:55	1	0	0	1
23:00	0	0	0	0

DRIVE THRU SURVEY

LOCATION: Dutch Bros, 81-776 CA 111
 CITY: Indio

DAY: Saturday
 DATE: 1/29/2022

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

DRIVE THRU SURVEY

LOCATION: Dutch Bros, 81-776 CA 111
 CITY: Indio

DAY: Saturday
 DATE: 1/29/2022

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

DRIVE THRU SURVEY

LOCATION: Dutch Bros, 81-776 CA 111
 CITY: Indio

DAY: Saturday
 DATE: 1/29/2022

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance into Street	TOTAL
18:00	0	0	0	0
18:05	2	1	0	3
18:10	1	4	0	5
18:15	2	6	0	8
18:20	2	2	0	4
18:25	1	0	0	1
18:30	3	0	0	3
18:35	3	0	0	3
18:40	2	2	0	4
18:45	3	0	0	3
18:50	1	0	0	1
18:55	2	1	0	3
19:00	3	2	0	5
19:05	3	2	0	5
19:10	3	3	0	6
19:15	2	0	0	2
19:20	2	2	0	4
19:25	2	1	0	3
19:30	0	0	0	0
19:35	2	1	0	3
19:40	2	1	0	3
19:45	2	1	0	3
19:50	1	0	0	1
19:55	1	3	0	4
20:00	2	2	0	4
20:05	2	1	0	3
20:10	1	0	0	1
20:15	0	0	0	0
20:20	2	1	0	3
20:25	3	2	0	5
20:30	2	3	0	5
20:35	3	4	0	7
20:40	2	6	0	8
20:45	3	5	0	8
20:50	2	7	0	9
20:55	3	5	0	8
21:00	3	3	0	6
21:05	3	2	0	5
21:10	2	2	0	4
21:15	1	1	0	2
21:20	2	1	0	3
21:25	1	1	0	2
21:30	0	1	0	1
21:35	2	0	0	2
21:40	0	0	0	0
21:45	2	1	0	3
21:50	1	2	0	3
21:55	1	0	0	1
22:00	3	1	0	4
22:05	2	2	0	4
22:10	3	2	0	5
22:15	2	2	0	4
22:20	2	1	0	3
22:25	2	2	0	4
22:30	2	2	0	4
22:35	2	0	0	2
22:40	3	4	0	7
22:45	2	2	0	4
22:50	2	1	0	3
22:55	2	0	0	2
23:00	0	0	0	0