

11 Weston Road LLC  
Mark Huzenman  
7050 W Palmetto Park Rd, Suite 15-234  
Boca Raton, FL 33433

**Re: 11 Weston Rd (Sunrise) • Chipotle Mexican Grill**  
**TRAFFIC IMPACT ANALYSIS**  
**Property ID 5040-04-03-0011**

JFO Group Inc. has been retained to prepare a Traffic Impact Analysis (TIA) for the proposed redevelopment of an existing drive-in banking facility with a fast-food restaurant. The subject property is currently developed with a 3,089 SF drive-in bank and is proposed to be redeveloped with a 2,738 SF Chipotle Mexican Grill fast-food restaurant.

The project site is located west of Weston Road (SW 160th Avenue), just south of SR 84, within the City of Sunrise, Florida. The site lies within the Southwest Transportation Concurrency Management Area (TCMA). The Broward County Property Appraiser's Parcel Identification Number (Property ID) associated with the subject site is 5040-04-03-0011.

Exhibit 1 includes a copy of the Broward County property appraiser associated with the subject site. Figure 1 shows the project location in relation to the transportation network. Exhibit 2 includes a copy of a conceptual site plan for the *Chipotle Mexican Grill* project.



**Figure 1 : Project Location**

Project trip generation rates used for this analysis were based on the 12<sup>th</sup> Edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. Table 1 shows the rates used in order to determine the trip generation for Daily, AM, and PM peak hour conditions. Exhibit 3 includes a copy of the trip generation rates. Credit for internal capture trips between the proposed project and other adjacent uses within the shopping center was not assumed in this analysis. In addition, pass-by credit was used following the latest edition of the ITE Trip Generation Manual.

**Table 1: Trip Generation Rates**

| Land Use                  | ITE Code | Daily  | AM Peak Hour <sup>1</sup> |     |       | PM Peak Hour |     |       |
|---------------------------|----------|--------|---------------------------|-----|-------|--------------|-----|-------|
|                           |          |        | In                        | Out | Total | In           | Out | Total |
| Drive-In Bank             | 912      | 98.85  | 58%                       | 42% | 9.95  | 50%          | 50% | 21.03 |
| Fast Food Restaurant + DT | 934      | 448.12 | 51%                       | 49% | 33.24 | 52%          | 48% | 31.60 |

Table 2 summarizes the net Daily, AM, and PM peak trips potentially generated by the proposed development. According to Table 2, the net Daily, AM and PM peak trips potentially generated due to the proposed development are 376, 23 (10 In/13 Out) and -3 (-1 In/-2 Out) trips respectively.

**Table 2: Trip Generation**

| Land Use                  | Intensity                  | Daily | AM Peak Hour <sup>1</sup> |      |       | PM Peak Hour |      |       |
|---------------------------|----------------------------|-------|---------------------------|------|-------|--------------|------|-------|
|                           |                            |       | In                        | Out  | Total | In           | Out  | Total |
| VESTED DEVELOPMENT        |                            |       |                           |      |       |              |      |       |
| Drive-In Bank             | 3,089 SF                   | 305   | 18                        | 13   | 31    | 33           | 32   | 65    |
| Pass-By <sup>2</sup>      | AM: 29%                    | (98)  | (5)                       | (4)  | (9)   | (12)         | (11) | (23)  |
|                           | PM: 35%                    |       |                           |      |       |              |      |       |
|                           | Daily <sup>3</sup> : 32%   |       |                           |      |       |              |      |       |
|                           |                            |       |                           |      |       |              |      |       |
| Net Vested Trips          |                            | 207   | 13                        | 9    | 22    | 21           | 21   | 42    |
| PROPOSED DEVELOPMENT      |                            |       |                           |      |       |              |      |       |
| Fast Food Restaurant + DT | 2,738 SF                   | 1,227 | 46                        | 45   | 91    | 45           | 42   | 87    |
| Pass-By <sup>2</sup>      | AM: 50%                    | (644) | (23)                      | (23) | (46)  | (25)         | (23) | (48)  |
|                           | PM: 55%                    |       |                           |      |       |              |      |       |
|                           | Daily <sup>3</sup> : 52.5% |       |                           |      |       |              |      |       |
|                           |                            |       |                           |      |       |              |      |       |
| Net Proposed Trips        |                            | 583   | 23                        | 22   | 45    | 20           | 19   | 39    |
|                           |                            |       |                           |      |       |              |      |       |
| NET TRIPS                 |                            | 376   | 10                        | 13   | 23    | (1)          | (2)  | (3)   |

<sup>1</sup> Chipotle Mexican Grill will not be open to the public during AM Peak Hours

<sup>2</sup> 11<sup>th</sup> Edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. See Exhibit 3.

<sup>3</sup> Average of AM and PM Pass-By. Daily rates not available. See Exhibit3.

For purposes of this traffic analysis, the proposed Chipotle project was conservatively evaluated under the ITE Land Use Code 934 (*Fast-Food Restaurant with Drive-Through Window*). This assumption provides a high trip-generation rate and ensures that potential impacts are not understated.

Chipotle's operating hours begin after the morning commuter period; therefore, the restaurant does not generate traffic during the AM peak hour. As a result, the use of ITE Land Use Code 934 represents a conservative methodology, and actual trip generation is expected to be lower than the values reported herein.

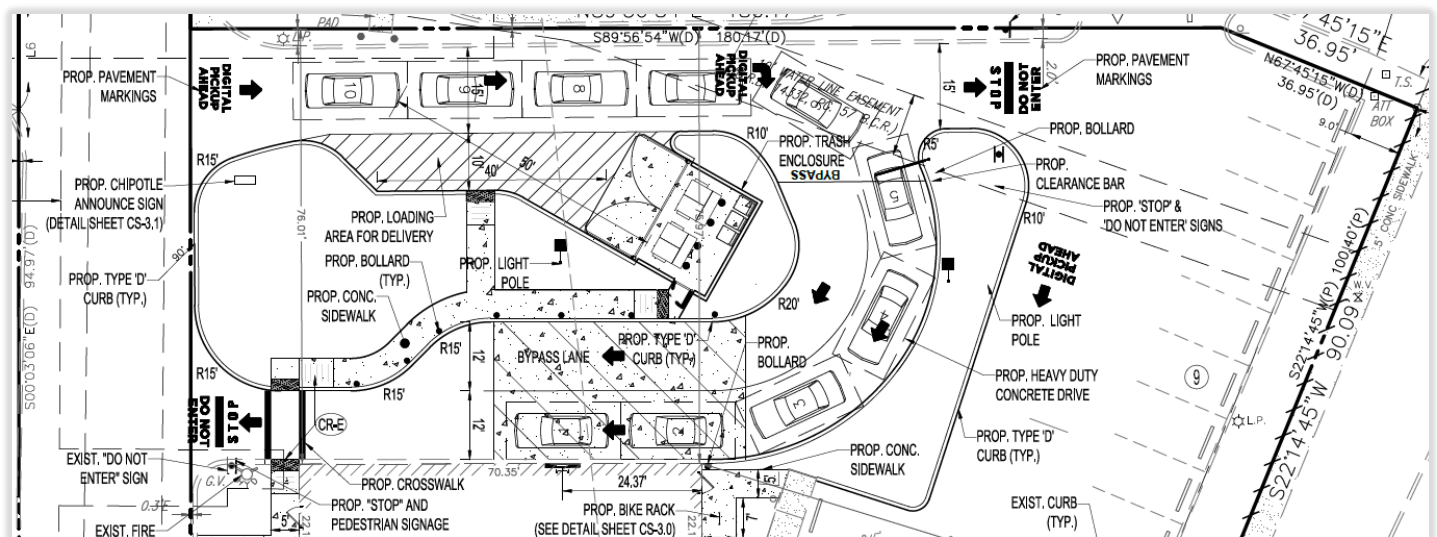
Furthermore, it is important to note that the proposed Chipotle includes a "Chipotlane" pick-up window, which differs operationally from a conventional drive-through. Orders are placed in advance via mobile application or online platform, and the window functions solely as a pick-up location. No on-site ordering occurs, resulting in shorter dwell times and reduced queuing compared to traditional drive-through facilities.

## QUEUING ANALYSIS

The Chipotle may look like a drive-through at first glance—cars pull up, food is handed out—but its essence is fundamentally different. A traditional drive-through is built around on-the-spot ordering: customers roll up to a menu board, speak into a two-way speaker, place their order, wait while it's prepared, then pay and collect their food. This system, is designed for spontaneity but often suffers from long wait times and misheard orders, that translates into long queues.

Chipotle deliberately avoids that model. The Chipotlane is a digital pickup window, not a drive-through. Customers must place their orders ahead of time—through the Chipotle app or website—before arriving. There's no menu board, no speaker box, and no last-minute ordering. Instead, the window functions as a rapid handoff point: customers drive up, confirm their name, and receive food that's already prepared. This makes the process faster, often under 15 seconds, and more reliable because the kitchen has already scheduled and fulfilled the order.

The distinction matters. By eliminating the ordering step at the window, Chipotle shifts the focus from transactional convenience to digital integration. The Chipotlane is part of a broader strategy to encourage customers to use mobile ordering, which improves accuracy, reduces congestion inside restaurants, and boosts throughput.



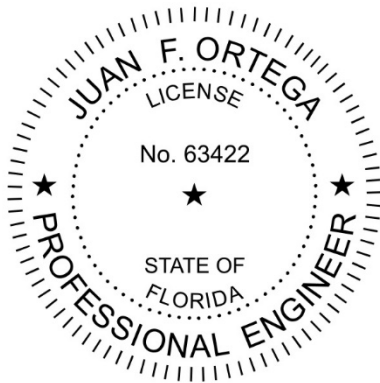
### Figure 2 : Chipotlane Stacking

According to Article VII, Section 16-144 of the City of Sunrise Land Development Code, restaurant drive-through facilities are required to provide a minimum of eight (8) stacking spaces measured from the first take-out window, as well as four (4) stacking spaces measured from the menu board order station. The proposed drive-through configuration for the Chipotle Mexican Grill project incorporates a primary service lane with a by-pass exit located prior to the service window. This primary lane provides approximately 200 linear feet of stacking distance between the service window and the drive aisle, which equates to a queuing capacity of about 10 vehicles. As such, the proposed design exceeds the minimum requirement of eight (8) stacking spaces established by code. Furthermore, because the Chipotle drive-through does not include a menu board order station, the additional requirement for four (4) stacking spaces at that location is not applicable. Therefore, the proposed drive-through design complies with and surpasses the stacking requirements outlined in the City of Sunrise Land Development Code.

This analysis shows that the proposed request to replace a 3,089 SF Drive-In Bank with a 2,738 SF Fast Food Restaurant with Drive-Through Window will not generate additional trips during the peak hour. Furthermore, the proposed stacking at the pickup window will meet *Article VII, Section 16-144* of the *City of Sunrise Land Development Code*.

Sincerely,

**JFO GROUP INC**  
COA Number 32276



Enclosures:      Exhibit 1: Property Appraiser  
                         Exhibit 2: Conceptual Site Plan  
                         Exhibit 3: Trip Generation Rates



PROPERTY SUMMARY

|                                                                                |                                                                           |                                                                                                                                                                                                                                                                                                                      |
|--------------------------------------------------------------------------------|---------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Tax Year:</b> 2026                                                          | <b>Property Use:</b> 17-01 Office building<br>- non professional, 1 story | <b>Deputy Appraiser:</b> Damon Pierce                                                                                                                                                                                                                                                                                |
| <b>Property ID:</b> 504004030011                                               |                                                                           | <b>Appraisers Number:</b> 954-357-6835                                                                                                                                                                                                                                                                               |
| <b>Property Owner(s):</b> 11 WESTON ROAD LLC                                   | <b>Millage Code:</b> 2112                                                 | <b>Email:</b> <a href="mailto:commercialtrim@bcpa.net">commercialtrim@bcpa.net</a>                                                                                                                                                                                                                                   |
| <b>Mailing Address:</b> 6111 BROKEN SOUND PKWY NW<br>#200 BOCA RATON, FL 33487 | <b>Adj. Bldg. S.F:</b> 3089                                               | <b>Zoning :</b> B-3 - GENERAL BUSINESS<br>DISTRICT                                                                                                                                                                                                                                                                   |
| <b>Property Address:</b> 11 WESTON ROAD SUNRISE, 33326                         | <b>Bldg Under Air S.F:</b>                                                | <b>Abbr. Legal Des.:</b> NEW RIVER<br>ESTATES SEC 6 116-37 B PORTION<br>OF PARCEL A DESC AS,COMM NW<br>COR OF SAID PARCEL,SELY ALGN/<br>BNDRY OF SAID PARCEL 500.61, SELY<br>43.57,SWLY 194.31,SWLY 12.67,SW<br>10.31 TO POB,CONT SWLY 90.09,SW<br>187,NW 112.40,NWLY 31.78,NLY<br>219.02,NE 180.17, SE 36.95 TO POB |
|                                                                                | <b>Effective Year:</b> 1988                                               |                                                                                                                                                                                                                                                                                                                      |
|                                                                                | <b>Year Built:</b> 1987                                                   |                                                                                                                                                                                                                                                                                                                      |
|                                                                                | <b>Units/Beds/Baths:</b> 0 / /                                            |                                                                                                                                                                                                                                                                                                                      |

PROPERTY ASSESSMENT

| Year | Land        | Building / Improvement | Agricultural Saving | Just / Market Value | Assessed / SOH Value | Tax         |
|------|-------------|------------------------|---------------------|---------------------|----------------------|-------------|
| 2026 | \$1,100,000 | \$660,710              | 0                   | \$1,760,710         | \$1,760,710          |             |
| 2025 | \$1,100,000 | \$660,710              | 0                   | \$1,760,710         | \$1,760,710          | \$38,062.30 |
| 2024 | \$880,000   | \$660,710              | 0                   | \$1,540,710         | \$1,540,710          | \$33,325.00 |

EXEMPTIONS AND TAXING AUTHORITY INFORMATION

|                    | County      | School Board | Municipal   | Independent |
|--------------------|-------------|--------------|-------------|-------------|
| Just Value         | \$1,760,710 | \$1,760,710  | \$1,760,710 | \$1,760,710 |
| Portability        | 0           | 0            | 0           | 0           |
| Assessed / SOH     | \$1,760,710 | \$1,760,710  | \$1,760,710 | \$1,760,710 |
| Granny Flat        |             |              |             |             |
| Homestead          | 0           | 0            | 0           | 0           |
| Add. Homestead     | 0           | 0            | 0           | 0           |
| Wid/Vet/Dis        | 0           | 0            | 0           | 0           |
| Senior             | 0           | 0            | 0           | 0           |
| Exemption Type     | 0           | 0            | 0           | 0           |
| Affordable Housing | 0           | 0            | 0           | 0           |
| Taxable            | \$1,760,710 | \$1,760,710  | \$1,760,710 | \$1,760,710 |

SALES HISTORY FOR THIS PARCEL

| Date       | Type                                       | Price       | Book/Page or Cin |
|------------|--------------------------------------------|-------------|------------------|
| 06/13/2024 | Special Warranty Deed<br>Disqualified Sale | \$2,183,700 | 119740217        |
| 06/13/2024 | Special Warranty Deed<br>Disqualified Sale | \$16,400    | 119634563        |
| 11/01/1985 | Warranty Deed                              | \$450,000   | 12960 / 358      |

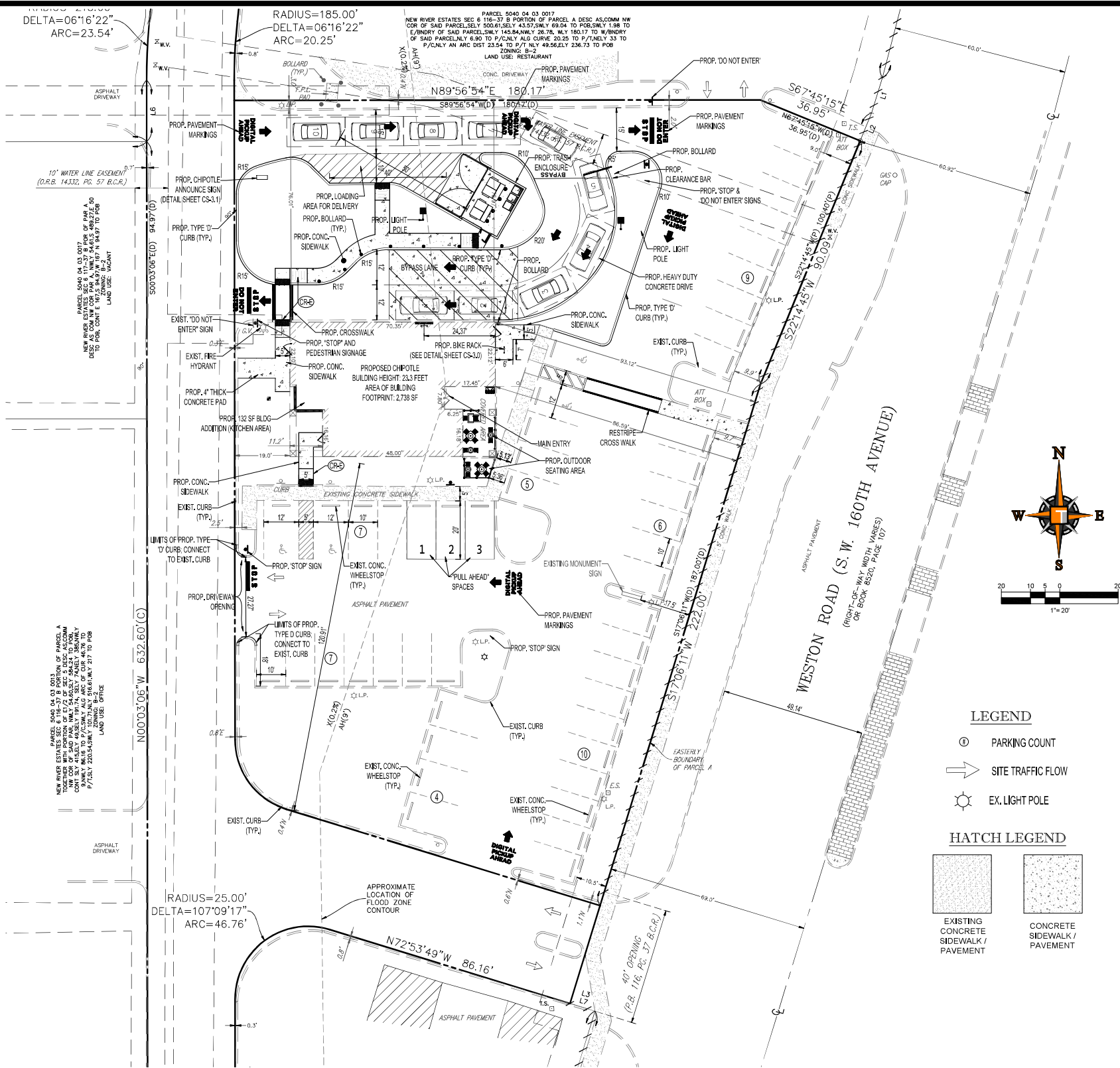
LAND CALCULATIONS

| Unit Price | Units          | Type           |
|------------|----------------|----------------|
| \$25.00    | 44,000<br>SqFt | Square<br>Foot |



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S:\MAPLEWOOD\COMMITTEES\250303 - 11 WESTON ROAD, SUNRISE, FL\010 SITE PLAN SUBMITTAL\250303-SITE-ALTS\-----S\A\010 SITE



## S I T E   D A T A

NAME OF PROJECT: CHIPOTLE MEXICAN GRILL  
SITE ADDRESS: 11 WESTON ROAD, SUNRISE, FL 33326  
OWNER: 11 WESTON ROAD LLC  
6111 BROKEN SOUND PKWY NW #200  
BOCA RATON, FL 33487  
WATER & WASTEWATER PROVIDER: CITY OF SUNRISE  
PROPOSED USE: RESTAURANT WITH DRIVE-THRU  
FUTURE LAND USE DESIGNATION: COMMERCIAL  
EXISTING ZONING DISTRICT: B-3 GENERAL BUSINESS DISTRICT  
SECTION, TOWNSHIP, RANGE: 04/50S/40E  
PARCEL ID NUMBER: 504004030011  
FEMA FLOOD ZONE: AH/X; BASE FLOOD ELEVATION: 8 FEET/NONE; PANEL #12011C0345H; COMMUNITY #120328; MAP DATE: 8/18/14.

GROSS SITE AREA: 1.76 ACRES (76,721 S.F.)  
NET SITE AREA (5040-0403-0011): 1.01 ACRES (44,003 S.F.)  
EXISTING BUILDING FOOTPRINT: 2,606 S.F. 0.06 AC. (1-STORY)  
PROPOSED BUILDING FOOTPRINT: 2,738 S.F. 0.06 AC. (1-STORY) (132 SF ADDITION)  
PROPOSED BUILDING CANOPY: 678 S.F.  
PROPOSED BUILDING TOTAL: 3,416 S.F. .08 AC. (WITH CANOPY)

### DEVELOPMENT STANDARDS:

|                           | REQUIRED | PROPOSED |
|---------------------------|----------|----------|
| MIN. LOT WIDTH (FEET):    | 150      | 180.17   |
| MIN. LOT DEPTH (FEET):    | 200      | 277.09   |
| MIN. YARD SETBACK (FEET): |          |          |
| FRONT (EAST)              | 75       | 86.59    |
| SIDE (NORTH)              | 10       | 22.20    |
| SIDE (SOUTH)              | 10       | 120.91   |
| REAR (WEST)               | 20       | 19.00    |
| MAX. HEIGHT (FEET):       | 250      | 29.3     |
| MAX. LOT COVERAGE         | 35%      | 6.2%     |
| MAX. FLOOR AREA RATIO     | 0.35     | 0.06     |
| MIN. PERVIOUS AREA        | 15%      | 27%      |

### LAND AREA BREAKDOWN:

|                  | EXISTING |       |       | PROPOSED |       |       |
|------------------|----------|-------|-------|----------|-------|-------|
|                  | SF.      | ACRES | %     | SF.      | ACRES | %     |
| IMPERVIOUS       |          |       |       |          |       |       |
| BUILDINGS        | 2,606    | 0.060 | 5.9%  | 2,738    | 0.063 | 6.2%  |
| VEHICULAR USE    | 28,821   | 0.662 | 65.6% | 26,264   | 0.603 | 59.7% |
| SIDEWALKS/CURBS  | 3,930    | 0.090 | 8.9%  | 3,725    | 0.088 | 8.5%  |
| TOTAL IMPERVIOUS | 35,357   | 0.812 | 80.4% | 32,109   | 0.751 | 74.4% |
| PERVIOUS AREA    |          |       |       |          |       |       |
| GREEN SPACE      | 8,643    | 0.192 | 19.6% | 11,273   | 0.259 | 25.6% |
| TOTAL PERVIOUS   | 8,643    | 0.192 | 19.6% | 11,273   | 0.259 | 25.6% |

### PARKING ANALYSIS:

| REQUIRED PARKING:       |           |          |        |
|-------------------------|-----------|----------|--------|
| USE                     | CSA       | RATE     | SPACES |
| RESTAURANT (DRIVE THRU) | 1,107 SF. | 1/50 CSA | 23     |
| OUTDOOR SEATING         | 400 SF.   | 1/50 CSA | 8      |
| TOTAL                   |           |          | 31     |

| PARKING PROVIDED:             |    |
|-------------------------------|----|
| STANDARD - 10'x20'            | 41 |
| "PULL AHEAD" SPACES - 10'x20' | 3  |
| HANDICAP - 12'x20'            | 4  |
| TOTAL                         | 48 |

ADA PARKING SPACES:  
REQUIRED: 2 SPACES  
PROVIDED: 4 SPACES

### LOADING SPACES:

REQUIRED:  
RESTAURANT - ONE (1) 40'x10' LOADING SPACE

PROVIDED:  
RESTAURANT - ONE (1) 40'x10' LOADING SPACE

### DRIVE-THRU STACKING:

REQUIRED:  
8 SPACES TOTAL

PROVIDED:  
10 SPACES TOTAL

- NOTES:
- (1) ALL MECHANICAL EQUIPMENT LOCATED ON THE ROOF OR GROUND WILL BE FULLY SCREENED BY PARAPETS OR EQUIPMENT SCREENS THAT ARE EQUAL IN HEIGHT OR TALLER THAN THE EQUIPMENT, THE EQUIPMENT WILL ALSO BE BUFFERED TO MITIGATE NOISE.
  - (2) THE 2023 FLORIDA BUILDING CODE, ACCESSIBILITY, 8th EDITION HAS BEEN UTILIZED WITHIN THE AFFECTED AREA.
  - (3) RESTAURANTS WITH DRIVE THRU ARE PERMITTED AS A SPECIAL EXEMPTION USE.

### RESTRIPING, RESEALING AND/OR REPAVING NOTE:

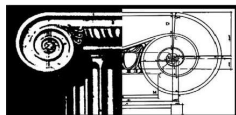
AN ENGINEERING PERMIT FROM THE COMMUNITY DEVELOPMENT ENGINEERING DIVISION WILL BE REQUIRED PRIOR TO ANY RESTRIPING, RESEALING, OR REPAVING OF THE PARKING LOT.

### CONCRETE WHEELSTOP NOTE:

ALL CONCRETE WHEELSTOPS ARE TO BE PAINTED YELLOW EXCEPT FOR THOSE AT HANDICAP SPACES WHICH SHALL IN ALL CASES BE UNPAINTED AS PER CITY OF SUNRISE STANDARDS.

### DATUM NOTE:

ALL ELEVATIONS SHOW HEREON ARE IN FEET AND ARE BASED ON THE NATIONAL AMERICAN VERTICAL DATUM OF 1988.



**STEFANO DE LUCA  
& ASSOCIATES, INC.**  
ARCHITECTURE & DESIGN  
4001 Pierce Street  
Hollywood, FL 33021  
P (954) 927-3880 F (954) 387-3484

**THOMAS**  
ENGINEERING GROUP  
CIVIL ENGINEERS - PROJECT MANAGERS - LAND PLANNING - LANDSCAPE ARCHITECTS  
OFFICES:  
■ 6300 NW 31ST AVE. ■ 1502 W. FLETCHER AVE. ■ 840 SE OSCEOLA ST.  
FT. LAUDERDALE, FLORIDA 33309 SUITE 101 STUART, FLORIDA 34984  
TAMPA, FLORIDA 33612

**CHIPOTLE MEXICAN GRILL**  
11 WESTON ROAD  
SUNRISE, FLORIDA 33326

**SITE PLAN**

SEAL  
**RYAN OSCAR THOMAS**  
PROFESSIONAL ENGINEER  
FLORIDA LICENSE NO. 35891

DATE:  
02-23-2026

DRAWING NO.

**CS-2.0**

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# Land Use: 912

## Drive-in Bank

### Description

A bank is a financial institution that can offer a wide variety of financial services. A drive-in bank provides banking services for a motorist through a teller station. A drive-in bank may also serve patrons who walk into the building. The drive-in lanes may or may not include an automatic teller machine (ATM).

### Additional Data

The independent variable—drive-in lanes—refers to all lanes at a banking facility used for financial transactions, including ATM-only lanes.

The sites were surveyed in the 2000s, the 2010s, and the 2020s in Colorado, Kentucky, Minnesota, Nebraska, New Jersey, New York, Ohio, Oregon, Pennsylvania, Texas, Vermont, Virginia, Washington, and Wisconsin.

*To assist in the future analysis of this land use, it is important that Friday data be collected and reported separately from weekday data. It is also important to specify the date and month of the data collection period and the number of drive-through lanes that are open at the time of the study.*

### Source Numbers

535, 539, 553, 555, 573, 577, 600, 624, 626, 629, 630, 637, 656, 657, 710, 724, 728, 866, 869, 883, 884, 927, 935, 961, 1047, 1224, 1236, 1238



# Drive-in Bank

## (912)

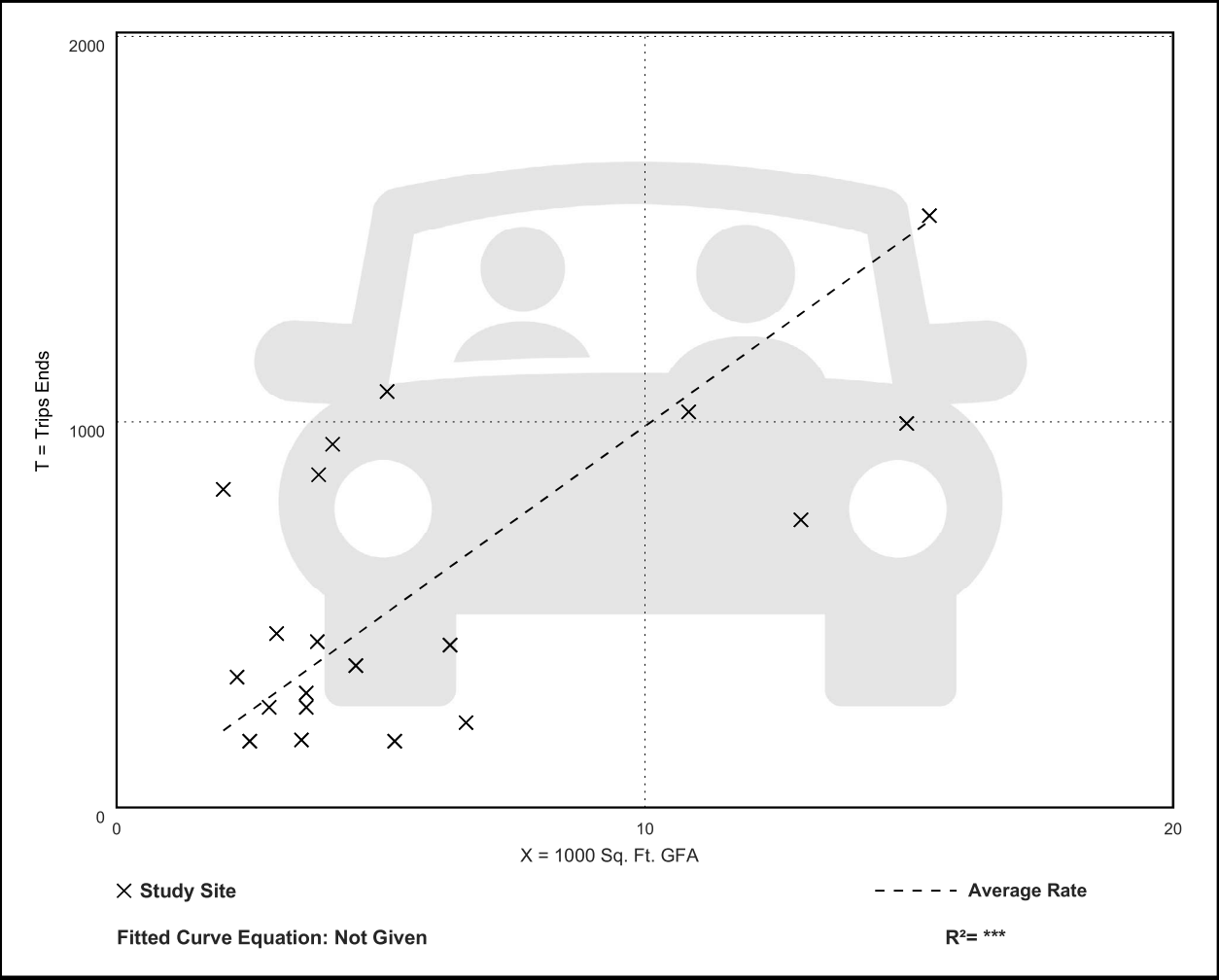
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA  
On a: Weekday

Setting/Location: General Urban/Suburban  
Number of Studies: 20  
Avg. 1000 Sq. Ft. GFA: 6  
Directional Distribution: 50% entering, 50% exiting

### Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 98.85        | 32.67 - 408.42 | 68.06              |

### Data Plot and Equation



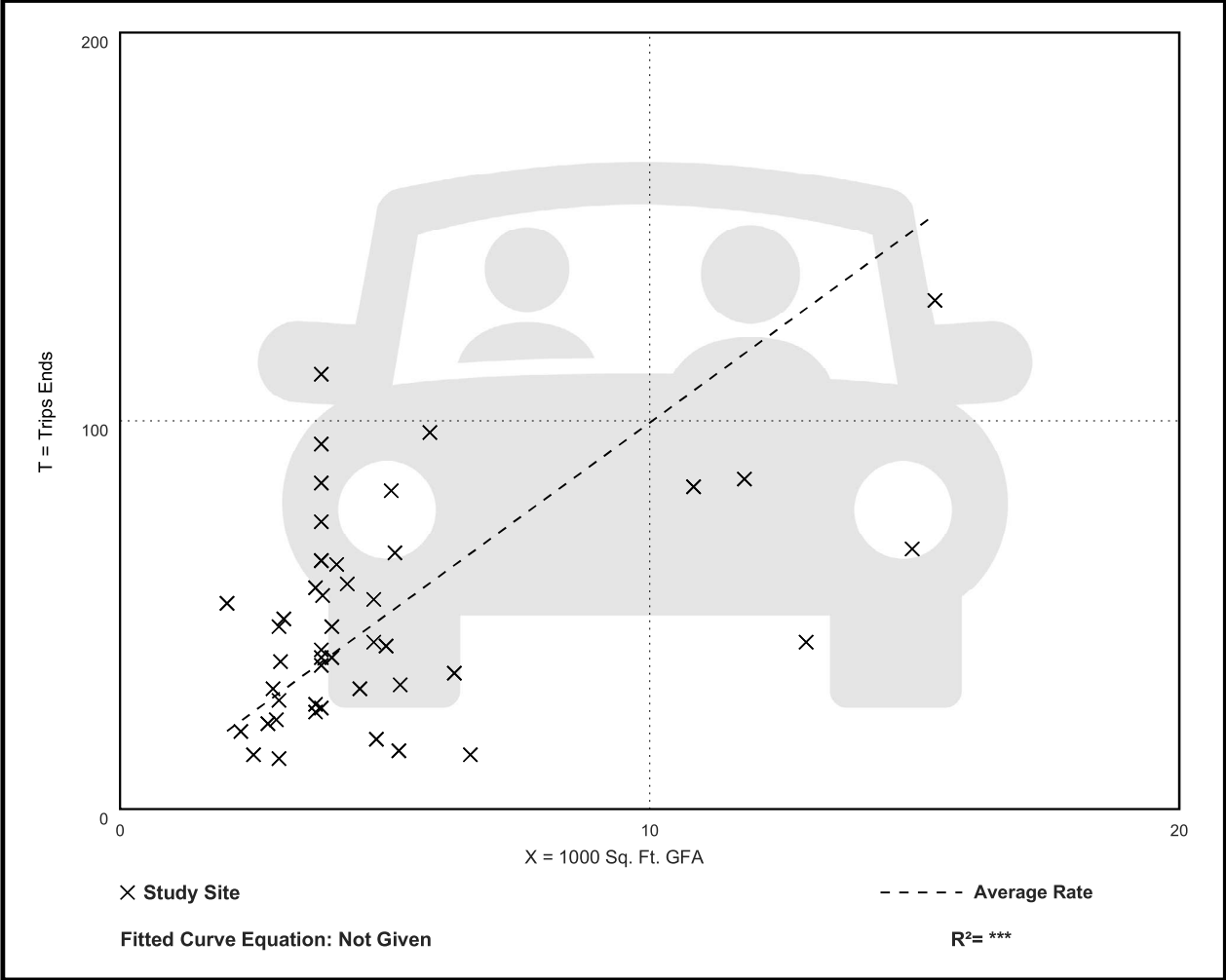
# Drive-in Bank (912)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA  
On a: Weekday,  
Peak Hour of Adjacent Street Traffic,  
One Hour Between 7 and 9 a.m.  
Setting/Location: General Urban/Suburban  
Number of Studies: 46  
Avg. 1000 Sq. Ft. GFA: 5  
Directional Distribution: 58% entering, 42% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 9.95         | 2.12 - 29.47   | 5.89               |

Data Plot and Equation



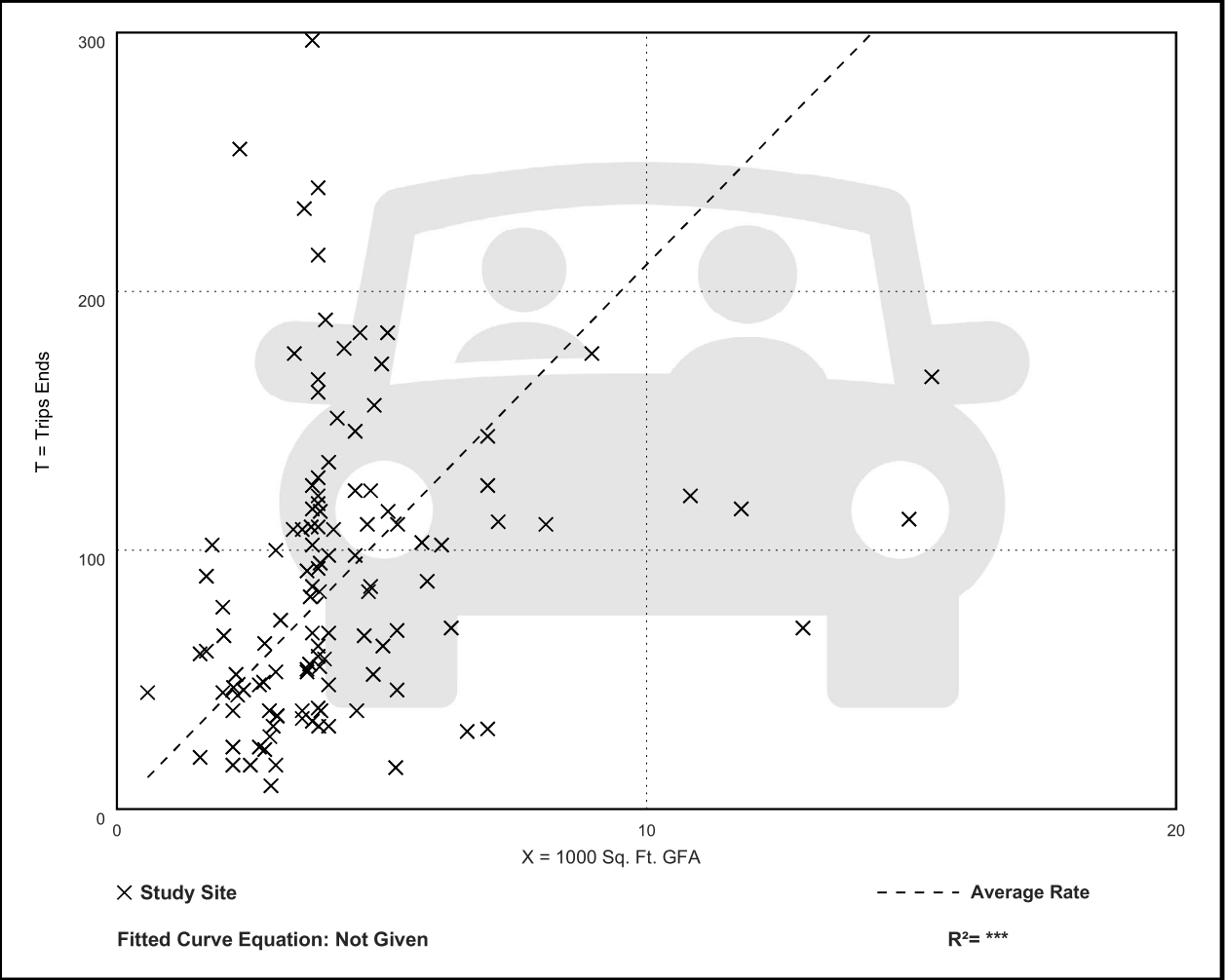
# Drive-in Bank (912)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA  
On a: Weekday,  
Peak Hour of Adjacent Street Traffic,  
One Hour Between 4 and 6 p.m.  
Setting/Location: General Urban/Suburban  
Number of Studies: 116  
Avg. 1000 Sq. Ft. GFA: 4  
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 21.03        | 3.04 - 109.91  | 15.06              |

Data Plot and Equation



| Vehicle Pass-By Rates by Land Use                 |                        |             |              |                  |                   |              |           |                 |    |        |  |
|---------------------------------------------------|------------------------|-------------|--------------|------------------|-------------------|--------------|-----------|-----------------|----|--------|--|
| Source: ITE Trip Generation Manual , 11th Edition |                        |             |              |                  |                   |              |           |                 |    |        |  |
|                                                   |                        |             |              |                  |                   |              |           |                 |    |        |  |
| Land Use Code                                     | 912                    |             |              |                  |                   |              |           |                 |    |        |  |
| Land Use                                          | Drive-In Bank          |             |              |                  |                   |              |           |                 |    |        |  |
| Setting                                           | General Urban/Suburban |             |              |                  |                   |              |           |                 |    |        |  |
| Time Period                                       | Weekday AM Peak Period |             |              |                  |                   |              |           |                 |    |        |  |
| # Data Sites                                      | 8                      |             |              |                  |                   |              |           |                 |    |        |  |
| Average Pass-By Rate                              | 29%                    |             |              |                  |                   |              |           |                 |    |        |  |
| Pass-By Characteristics for Individual Sites      |                        |             |              |                  |                   |              |           |                 |    |        |  |
|                                                   |                        |             |              |                  |                   |              |           |                 |    |        |  |
| GFA (000)                                         | State or Province      | Survey Year | # Interviews | Pass-By Trip (%) | Non-Pass-By Trips |              |           | Adj Street Peak |    | Source |  |
|                                                   |                        |             |              |                  | Primary (%)       | Diverted (%) | Total (%) | Hour Volume     |    |        |  |
|                                                   | Pennsylvania           | 2005        | 11           | 27               | —                 | —            | 73        | —               | 19 |        |  |
|                                                   | Pennsylvania           | 2005        | 9            | 24               | —                 | —            | 76        | —               | 19 |        |  |
|                                                   | Pennsylvania           | 2005        | 22           | 34               | —                 | —            | 66        | —               | 19 |        |  |
|                                                   | Pennsylvania           | 2005        | 30           | 27               | —                 | —            | 73        | —               | 19 |        |  |
|                                                   | Pennsylvania           | 2005        | 34           | 40               | —                 | —            | 60        | —               | 19 |        |  |
|                                                   | Pennsylvania           | 2005        | 7            | 27               | —                 | —            | 73        | —               | 19 |        |  |
|                                                   | Pennsylvania           | 2005        | 15           | 16               | —                 | —            | 84        | —               | 19 |        |  |
|                                                   | Pennsylvania           | 2005        | 27           | 36               | —                 | —            | 64        | —               | 19 |        |  |

| Vehicle Pass-By Rates by Land Use                 |                        |             |              |                  |                   |              |           |                 |    |        |  |
|---------------------------------------------------|------------------------|-------------|--------------|------------------|-------------------|--------------|-----------|-----------------|----|--------|--|
| Source: ITE Trip Generation Manual , 11th Edition |                        |             |              |                  |                   |              |           |                 |    |        |  |
|                                                   |                        |             |              |                  |                   |              |           |                 |    |        |  |
| Land Use Code                                     | 912                    |             |              |                  |                   |              |           |                 |    |        |  |
| Land Use                                          | Drive-In Bank          |             |              |                  |                   |              |           |                 |    |        |  |
| Setting                                           | General Urban/Suburban |             |              |                  |                   |              |           |                 |    |        |  |
| Time Period                                       | Weekday PM Peak Period |             |              |                  |                   |              |           |                 |    |        |  |
| # Data Sites                                      | 19                     |             |              |                  |                   |              |           |                 |    |        |  |
| Average Pass-By Rate                              | 35%                    |             |              |                  |                   |              |           |                 |    |        |  |
| Pass-By Characteristics for Individual Sites      |                        |             |              |                  |                   |              |           |                 |    |        |  |
|                                                   |                        |             |              |                  |                   |              |           |                 |    |        |  |
| GFA (000)                                         | State or Province      | Survey Year | # Interviews | Pass-By Trip (%) | Non-Pass-By Trips |              |           | Adj Street Peak |    | Source |  |
|                                                   |                        |             |              |                  | Primary (%)       | Diverted (%) | Total (%) | Hour Volume     |    |        |  |
| 2.7                                               | Washington             | 2007        | —            | 26               | 66                | 8            | 74        | —               | 11 |        |  |
| 2.8                                               | Washington             | 2007        | —            | 21               | 55                | 24           | 79        | —               | 11 |        |  |
| 3.3                                               | Kentucky               | 1993        | —            | 48               | 22                | 30           | 52        | 2570            | 34 |        |  |
| 3.4                                               | Kentucky               | 1993        | —            | 64               | 22                | 14           | 36        | 2266            | 34 |        |  |
| 3.4                                               | Kentucky               | 1993        | 75           | 57               | 11                | 32           | 43        | 1955            | 34 |        |  |
| 3.5                                               | Kentucky               | 1993        | 53           | 47               | 32                | 21           | 53        | 2785            | 2  |        |  |
| 3.6                                               | Washington             | 2007        | —            | 42               | 50                | 8            | 58        | —               | 11 |        |  |
| 3.6                                               | Washington             | 2007        | —            | 29               | —                 | —            | 71        | —               | 11 |        |  |
| 3.8                                               | Pennsylvania           | 2005        | 56           | 43               | —                 | —            | 57        | —               | 19 |        |  |
| 3.8                                               | Pennsylvania           | 2005        | 38           | 41               | —                 | —            | 59        | —               | 19 |        |  |
| 3.8                                               | Pennsylvania           | 2005        | 14           | 24               | —                 | —            | 76        | —               | 19 |        |  |
| 3.8                                               | Pennsylvania           | 2005        | 63           | 29               | —                 | —            | 71        | —               | 19 |        |  |
| 3.8                                               | Pennsylvania           | 2005        | 70           | 29               | —                 | —            | 71        | —               | 19 |        |  |
| 3.8                                               | Pennsylvania           | 2005        | 29           | 27               | —                 | —            | 73        | —               | 19 |        |  |
| 3.8                                               | Pennsylvania           | 2005        | 41           | 25               | —                 | —            | 75        | —               | 19 |        |  |
| 3.8                                               | Pennsylvania           | 2005        | 37           | 31               | —                 | —            | 69        | —               | 19 |        |  |
| 3.8                                               | Pennsylvania           | 2005        | 19           | 29               | —                 | —            | 71        | —               | 19 |        |  |
| 3.8                                               | Pennsylvania           | 2005        | 34           | 21               | —                 | —            | 79        | —               | 19 |        |  |
| 3.8                                               | Pennsylvania           | 2005        | 36           | 29               | —                 | —            | 71        | —               | 19 |        |  |

Land Use: 934  
Fast-Food Restaurant  
with Drive-Through Window

Description

This land use includes any fast-food restaurant with a drive-through window. This type of restaurant is characterized by a large drive-through and carry-out clientele, long hours of service (some are open for breakfast, all are open for lunch and dinner, some are open late at night or 24 hours a day) and high turnover rates for eat-in customers. The restaurant does not offer table service. A patron generally orders from a menu board and pays before receiving the meal. A typical duration of stay for an eat-in patron is less than 30 minutes.

Additional Data

If the restaurant has outdoor seating, its area is not included in the overall gross floor area. For a restaurant that has significant outdoor seating, the number of seats may be more reliable than GFA as an independent variable on which to establish a trip generation rate.

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alaska, Arizona, California, Colorado, Florida, Indiana, Kentucky, Maryland, Massachusetts, Minnesota, New Hampshire, New Jersey, New York, North Carolina, Pennsylvania, South Dakota, Texas, Vermont, Washington, and Wisconsin.

*Users should exercise caution when applying statistics during the AM peak periods, as the sites contained in the database for this land use may or may not be open for breakfast. In cases where it was confirmed that the sites were not open for breakfast, data for the AM peak hour of the adjacent street traffic were removed from the database.*

Source Numbers

338, 340, 358, 389, 438, 502, 552, 577, 583, 584, 617, 640, 641, 704, 715, 728, 810, 866, 867, 869, 885, 886, 927, 935, 962, 1050, 1053, 1054, 1208, 1219, 1234, 1236, 1259, 1267



Fast-Food Restaurant with Drive-Through Window  
(934)

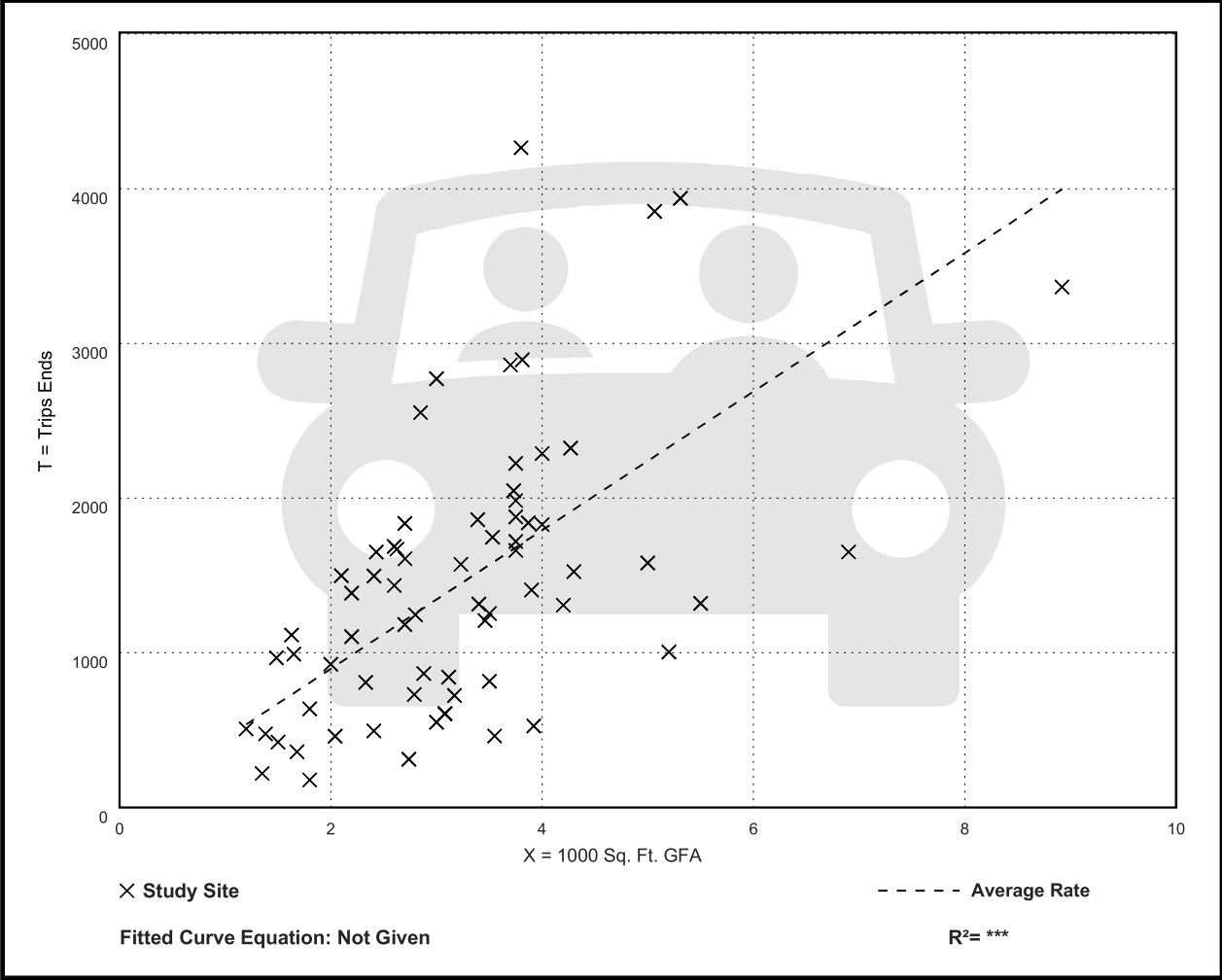
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA  
On a: Weekday

Setting/Location: General Urban/Suburban  
Number of Studies: 68  
Avg. 1000 Sq. Ft. GFA: 3  
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates  | Standard Deviation |
|--------------|-----------------|--------------------|
| 448.12       | 98.89 - 1122.37 | 217.66             |

Data Plot and Equation



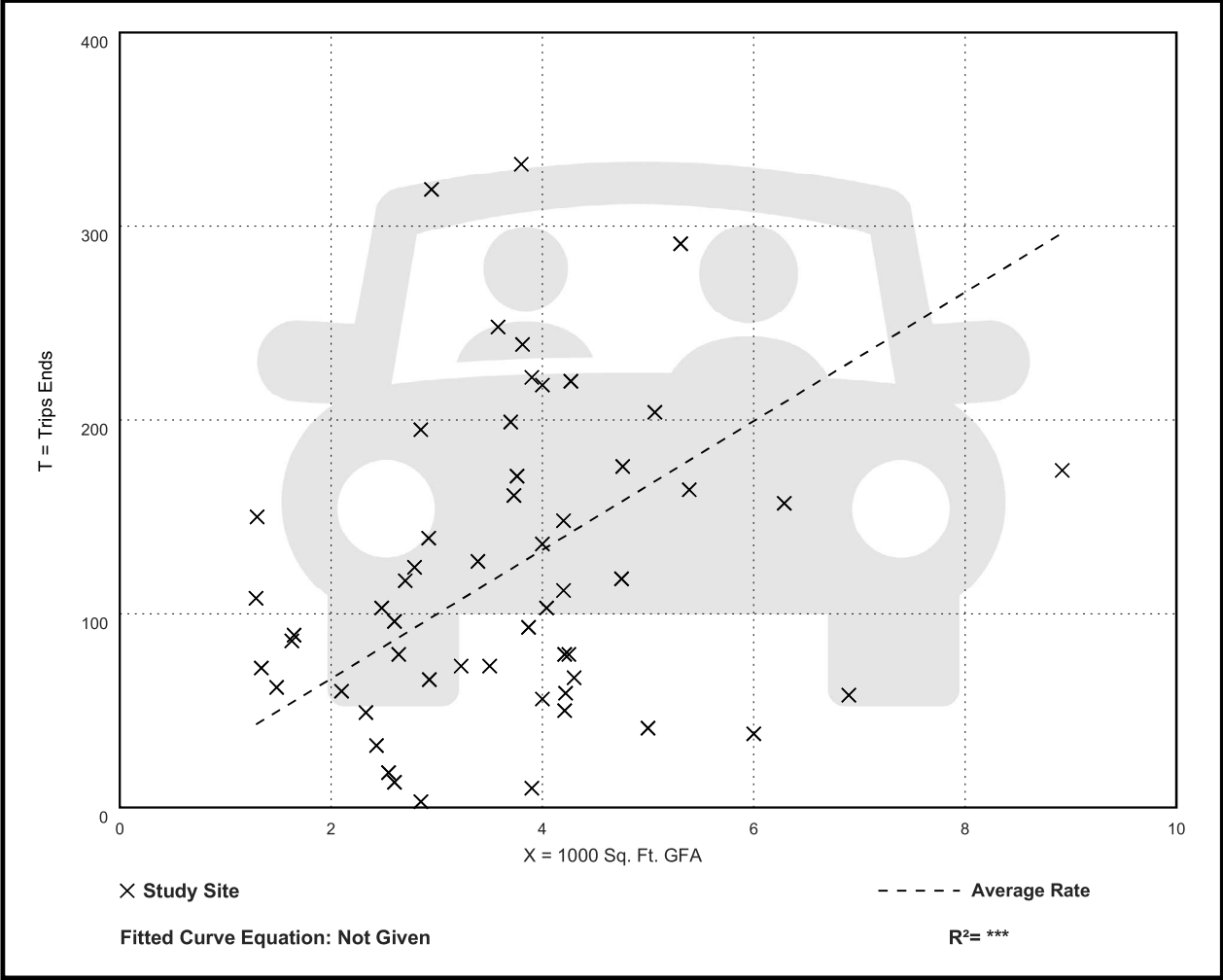
# Fast-Food Restaurant with Drive-Through Window (934)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA  
On a: Weekday,  
Peak Hour of Adjacent Street Traffic,  
One Hour Between 7 and 9 a.m.  
Setting/Location: General Urban/Suburban  
Number of Studies: 55  
Avg. 1000 Sq. Ft. GFA: 4  
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 33.24        | 1.05 - 115.38  | 22.70              |

Data Plot and Equation



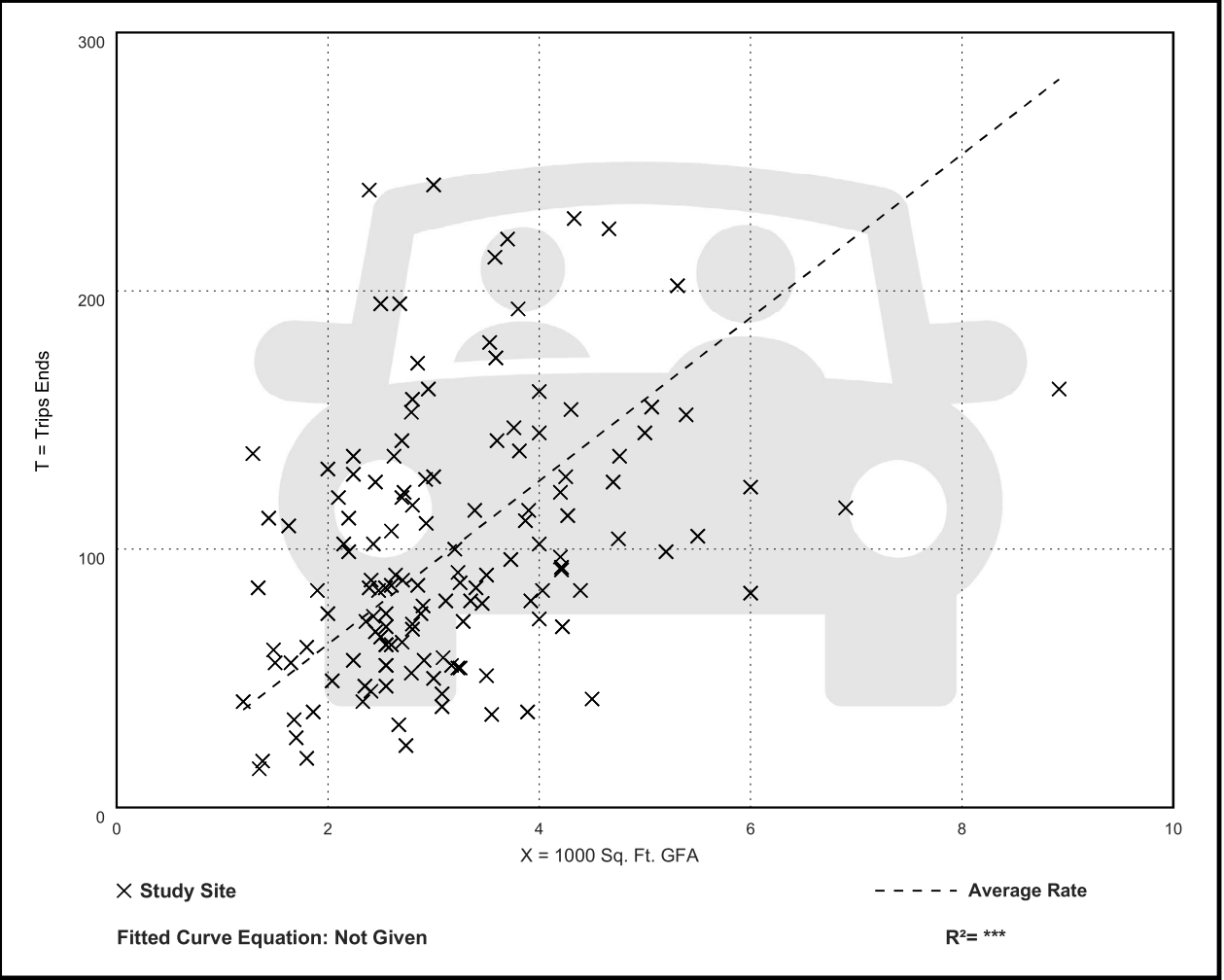
# Fast-Food Restaurant with Drive-Through Window (934)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA  
On a: Weekday,  
Peak Hour of Adjacent Street Traffic,  
One Hour Between 4 and 6 p.m.  
Setting/Location: General Urban/Suburban  
Number of Studies: 139  
Avg. 1000 Sq. Ft. GFA: 3  
Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 31.60        | 8.77 - 106.20  | 16.21              |

Data Plot and Equation



| Vehicle Pass-By Rates by Land Use                 |                                                |             |              |                  |                   |    |    |           |                             |        |  |
|---------------------------------------------------|------------------------------------------------|-------------|--------------|------------------|-------------------|----|----|-----------|-----------------------------|--------|--|
| Source: ITE Trip Generation Manual , 11th Edition |                                                |             |              |                  |                   |    |    |           |                             |        |  |
|                                                   |                                                |             |              |                  |                   |    |    |           |                             |        |  |
| Land Use Code                                     | 934                                            |             |              |                  |                   |    |    |           |                             |        |  |
| Land Use                                          | Fast-Food Restaurant with Drive-Through Window |             |              |                  |                   |    |    |           |                             |        |  |
| Setting                                           | General Urban/Suburban                         |             |              |                  |                   |    |    |           |                             |        |  |
| Time Period                                       | Weekday AM Peak Period                         |             |              |                  |                   |    |    |           |                             |        |  |
| # Data Sites                                      | 5                                              |             |              |                  |                   |    |    |           |                             |        |  |
| Average Pass-By Rate                              | 50%                                            |             |              |                  |                   |    |    |           |                             |        |  |
| Pass-By Characteristics for Individual Sites      |                                                |             |              |                  |                   |    |    |           |                             |        |  |
| GFA (000)                                         | State or Province                              | Survey Year | # Interviews | Pass-By Trip (%) | Non-Pass-By Trips |    |    | Total (%) | Adj Street Peak Hour Volume | Source |  |
|                                                   |                                                |             |              | Primary (%)      | Diverted (%)      |    |    |           |                             |        |  |
|                                                   | 1.4                                            | Kentucky    | 1993         | —                | 62                | 22 | 16 | 38        | 1407                        | 2      |  |
|                                                   | 3                                              | Kentucky    | 1993         | —                | 43                | 14 | 43 | 57        | 2903                        | 2      |  |
|                                                   | 3.3                                            | --          | 1996         | —                | 68                | —  | —  | 32        | —                           | 21     |  |
|                                                   | 3.6                                            | Kentucky    | 1993         | —                | 32                | 47 | 21 | 68        | 437                         | 2      |  |
|                                                   | 4.2                                            | Indiana     | 1993         | —                | 46                | 23 | 31 | 54        | 1049                        | 2      |  |

| Vehicle Pass-By Rates by Land Use                |                                                |             |              |                  |                   |              |  |           |                             |        |  |
|--------------------------------------------------|------------------------------------------------|-------------|--------------|------------------|-------------------|--------------|--|-----------|-----------------------------|--------|--|
| Source: ITE Trip Generation Manual, 11th Edition |                                                |             |              |                  |                   |              |  |           |                             |        |  |
|                                                  |                                                |             |              |                  |                   |              |  |           |                             |        |  |
| Land Use Code                                    | 934                                            |             |              |                  |                   |              |  |           |                             |        |  |
| Land Use                                         | Fast-Food Restaurant with Drive-Through Window |             |              |                  |                   |              |  |           |                             |        |  |
| Setting                                          | General Urban/Suburban                         |             |              |                  |                   |              |  |           |                             |        |  |
| Time Period                                      | Weekday PM Peak Period                         |             |              |                  |                   |              |  |           |                             |        |  |
| # Data Sites                                     | 11                                             |             |              |                  |                   |              |  |           |                             |        |  |
| Average Pass-By Rate                             | 55%                                            |             |              |                  |                   |              |  |           |                             |        |  |
| Pass-By Characteristics for Individual Sites     |                                                |             |              |                  |                   |              |  |           |                             |        |  |
|                                                  |                                                |             |              |                  |                   |              |  |           |                             |        |  |
| GFA (000)                                        | State or Province                              | Survey Year | # Interviews | Pass-By Trip (%) | Non-Pass-By Trips |              |  | Total (%) | Adj Street Peak Hour Volume | Source |  |
|                                                  |                                                |             |              |                  | Primary (%)       | Diverted (%) |  |           |                             |        |  |
| 1.3                                              | Kentucky                                       | 1993        | —            | 68               | 22                | 10           |  | 32        | 2055                        | 2      |  |
| 1.9                                              | Kentucky                                       | 1993        | 33           | 67               | 24                | 9            |  | 33        | 2447                        | 2      |  |
| 2.8                                              | Florida                                        | 1995        | 47           | 66               | —                 | —            |  | 34        | —                           | 30     |  |
| 2.9                                              | Florida                                        | 1996        | 271          | 41               | 41                | 18           |  | 59        | —                           | 30     |  |
| 3                                                | Kentucky                                       | 1993        | —            | 31               | 31                | 38           |  | 69        | 4250                        | 2      |  |
| 3.1                                              | Florida                                        | 1995        | 28           | 71               | —                 | —            |  | 29        | —                           | 30     |  |
| 3.1                                              | Florida                                        | 1996        | 29           | 38               | —                 | —            |  | 62        | —                           | 30     |  |
| 3.2                                              | Florida                                        | 1996        | 202          | 40               | 39                | 21           |  | 60        | —                           | 30     |  |
| 3.3                                              | —                                              | 1996        | —            | 62               | —                 | —            |  | 38        | —                           | 21     |  |
| 4.2                                              | Indiana                                        | 1993        | —            | 56               | 25                | 19           |  | 44        | 1632                        | 2      |  |
| 4.3                                              | Florida                                        | 1994        | 304          | 62               | —                 | —            |  | 38        | —                           | 30     |  |
|                                                  |                                                |             |              |                  |                   |              |  |           |                             |        |  |