January 31, 2022

Mr. Marc Levun, Project Manager
IN-N-OUT BURGER
13502 Hamburger Lane
Baldwin Park, California 91706

RE: In-N-Out Burger at 560 West Huntington Drive Project Trip Generation and LOS/VMT Screening Assessment
Project No. 19475

Dear Mr. Levun:

Ganddini Group, Inc. is pleased to provide this Trip Generation and LOS/VMT Screening Assessment for the proposed In-N-Out Burger at 560 West Huntington Drive Project in the City of Monrovia, California. The purpose of this study is to provide an assessment of the change in the number of trips generated by the proposed redevelopment of the project site. A glossary is provided in Appendix A to assist the reader with terms related to transportation engineering.

PROJECT DESCRIPTION

The approximately 1.3-acre project site is located at 560 West Huntington Drive within the existing Huntington Oaks Center in the City of Monrovia, California. Figure 1 shows the project location map.

The project site is currently developed with a 10,927-square-foot vacant building previously occupied by a sit-down restaurant (Black Angus). The proposed project involves redevelopment of the existing site and construction of a new 3,879 square foot In-N-Out Burger restaurant with drive through window. Figure 2 shows the project site plan.

PROJECT TRIP GENERATION

Tables 1 through 3 show trip generation estimates for the proposed project, former restaurant, and net project trip generation. Trip generation rates for the existing restaurant building to be displaced were obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition, 2021) based on ITE Land Use Code 931 – Fine Dining Restaurant. Although the ITE *Trip Generation Manual* contains data for a fast-food restaurant with drive through window land use, In-N-Out is generally understood to generate more trips than the average fast-food restaurant. To provide a conservative analysis, trip generation for the proposed In-N-Out is based on average trip generation rates derived from trip counts of existing In-N-Out restaurants throughout California. It is noted that AM peak hour trip generation rates are not applicable for In-N-Out restaurants since they are not open during the AM peak commute period (e.g., 7-9 AM). Appendix B contains the count worksheets and average trip generation rate calculations for In-N-Out.

As shown in Table 1, the proposed project is forecast to generate approximately 2,250 daily trips, including 103 trips during the PM peak hour.

As shown in Table 2, the former restaurant is estimated to generate approximately 733 daily trips, including 48 trips during the PM peak hour.

As shown in Table 3, the proposed project is forecast to result in a net increase of approximately 1,517 daily trips compared to the former restaurant, including 55 net new trips during the PM peak hour.

Pass-By Trip Adjustments

Land uses such as shopping centers, restaurants, gasoline stations, and convenience stores will often locate next to busy roadways to attract motorists already on the street. Since the trip generation rates contained in the ITE *Trip Generation Manual* represent vehicles entering and exiting at the site driveway(s), it is appropriate to reduce the initial trip generation forecast by the applicable pass-by trip rate when calculating the net new trips that will be added to the surrounding street system. The trip generation forecasts shown in Tables 1 and 2 include applicable pass-by trip adjustments for both the existing and proposed uses based on average pass-by rates from the ITE *Trip Generation Manual*. For time periods with no pass-by data provided in ITE *Trip Generation Manual*, the pass-by rates were assumed as approximately half of the ITE peak hour rate. Appendix C contains the pass-by rate data obtained from the latest edition of the ITE *Trip Generation Manual*.

SCREENING CRITERIA FOR THE PREPARATION OF A TRANSPORTATION IMPACT STUDY

The criteria for determining the need to prepare a transportation impact study is established in the City of Monrovia *Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment (September 2020)* ["City TIS Guidelines"].

NON-CEQA TRANSPORTATION ASSESSMENT

As specified in the City TIS Guidelines, a transportation study which includes Level of Service (LOS) analysis shall be required for a proposed project that meets any of the following criteria:

- *When either the AM or PM peak hour trip generation is expected to exceed 100 vehicle trips from the proposed development.*
- *Projects that will 51 or more trips during either the AM or PM peak hours to any study intersection (as determined by the City Traffic Engineer).*
- *A project where variations for the standards and guidelines provided in this manual are proposed.*
- *When determined by the City Traffic Engineer that existing or proposed traffic conditions in the project vicinity warrant the valuation.*

As previously shown in Table 3, the proposed project is forecast to generate fewer than 100 net new trips during the AM or PM peak hours. Additionally, the project proposes on-site parking supply in accordance with the City of Monrovia Municipal Code off-street parking requirements and would not add more than 50 peak hour trips at any study intersection since project trips would be distributed among three primary, existing driveways for the Huntington Oaks Center. Therefore, pending confirmation by the City Traffic Engineer that existing conditions do not warrant further evaluation, the proposed project does not appear to meet any of the City-established LOS screening criteria and preparation of a transportation impact study that includes LOS analysis is not warranted.

Mr. Marc Levun, Project Manager
IN-N-OUT BURGER
January 31, 2022

VMT SCREENING ASSESSMENT

As specified in the City TIS Guidelines, a transportation study which includes vehicle miles traveled (VMT) analysis shall be required for a proposed project that meets any of the following criteria. A project only needs to fulfill one of the following three screening types to qualify for project screening.

Transit Priority Area Screening

Projects located within a Transit Priority Area (TPA) may be presumed to have a less than significant VMT impact. A TPA is defined as a half-mile area around an existing major transit stop or an existing stop along a high-quality transit corridor.[1] This presumption may not apply if the project:

1) *Has a total Floor Area Ratio (FAR) of less than 0.75;*
2) *Includes more parking for use by residents, customers, or employees of the project than required by the City. If a project has more parking than is required by code that is intended for design feasibility (such as completing a full floor in an above- or below-grade parking structure), this exception would not apply.*
3) *Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Southern California Association of Governments [SCAG]); or*
4) *Replaces affordable residential units with a smaller number of moderate- or high-income residential units.*

TPA screening was assessed based on the San Gabriel Valley Council of Governments (SGVCOG) VMT Screening Tool. The SGVCOG VMT Screening Tool report for the project is provided in Attachment D. Based on the SGVCOG VMT Screening Tool, the proposed project is not located in a TPA and therefore does not satisfy the TPA screening criteria.

Low VMT-Generating Areas Screening

Residential and office projects located within a low VMT-generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. Other employment-related and mixed-use projects within a low VMT-generating area may also be presumed to have a less than significant impact if the project can reasonably be expected to generate VMT per resident, per worker, or per service population that is similar to the existing land uses in the low VMT area. This presumption may not be appropriate if the project land uses would alter the existing built environment in such a way as to increase the rate or length of vehicle trips. Based on the City-established thresholds of significance, a low VMT area is defined as 15 percent below the SGVCOG subarea average VMT.

In accordance with the City TIS Guidelines, the low VMT screening criteria was evaluated using the SGVCOG VMT Screening Tool based on total VMT per service population since the project would influence home-based and non-home-based trips. The SGVCOG VMT Screening Tool was developed for use by SGVCOG member agencies using the Southern California Association of Governments (SCAG) travel forecasting model to measure VMT performance for individual jurisdictions and for individual traffic analysis zones (TAZs). TAZs are geographic polygons similar to census block groups used to represent areas of homogenous travel behavior. The SGVCOG VMT Screening Tool report for the project is provided in Attachment D.

[1] Pub. Resources Code, § 21064.3: "Major transit stop" means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

Pub. Resources Code, § 21155: "For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours."

Based on the SGVCOG VMT Screening Tool report, the proposed project is located in an area that generates VMT in excess of 15 percent below the SGVCOG subarea average. Therefore, the project does not satisfy the low VMT screening criteria.

Project Type Screening

Some project types are presumed to have a less than significant transportation impact absent substantial evidence to the contrary as their uses are local serving in nature. Local serving retail generally improves the convenience of shopping close to home and has the effect of reducing vehicle travel. The City VMT Guidelines identify the following uses that can be screened from project-level assessment as they are presumed to have a less than significant impact due to their local serving nature:

- Local-serving K-12 schools
- Local parks
- Day care centers
- Local-serving retail uses less than 50,000 square feet, including:
  - Gas stations
  - Banks
  - Restaurants
  - Shopping Center
- Local-serving hotels (e.g., non-destination hotels)
- Local-serving assembly uses (places of worship, community organizations)
- Community institutions (public libraries, fire stations, local government)
- Affordable, supportive, or transitional housing
- Assisted living facilities
- Senior housing (as defined by HUD)
- Local serving community colleges that are consistent with the assumptions noted in the RTP/SCS
- Student housing projects on or adjacent to a college campus
- Other local-serving uses as approved by the City Traffic Engineer
- Projects generating less than 110 daily vehicle trips.[2, 3] This generally corresponds to the following "typical" development potentials:
  - 11 single family housing units
  - 16 multi-family, condominiums, or townhouse housing units
  - 10,000 sq. ft. of office
  - 15,000 sq. ft. of light industrial[4]
  - 63, 000 sq. ft. of warehousing[4]
  - 79,000 sq. ft. of high cube transload and short-term storage warehouse[4]

[2] CEQA provides a categorical exemption for existing facilities and additions to existing structures up to 10,000 square feet so long as the project is in an area where public infrastructure is available to allow for maximum planning development and the project is not in an environmentally sensitive area (CEQA Guidelines, § 15301, subd. (e)(2).). Typical project types for which trip generation increases relatively linearly with building footprint (i.e., general office building, single tenant office building, office park, and business park) generate or attract an additional 110-124 trips per 10,000 square feet. Therefore, absent substantial evidence otherwise, it is reasonable to conclude that the addition of 110 or fewer trips could be considered not to lead to a significant impact.

[3] Redevelopment projects replacing an existing use would estimate the net increase in trips above what already exists.

[4] These thresholds were estimated using rates from the ITE Trip Generation Manual. Some industrial and warehousing tenants may generate traffic differently than what is documented in ITE. In these cases, documentation of the project generating less than 110 daily trips will be required for review and approval by the City Traffic Engineer.

Mr. Marc Levun, Project Manager
IN-N-OUT BURGER
January 31, 2022

The proposed redevelopment displaces an existing 10,927-square-foot restaurant building with a 3,879-square-foot fast-food restaurant with drive through window. Since the project involves a reduction to an existing structure, the proposed project would satisfy the Categorical Exemption under CEQA. Additionally, the proposed project is a local-serving restaurant less than 50,000 square feet. Therefore, the proposed project satisfies the project type screening criteria for local-serving restaurants less than 50,000 square feet and may be presumed to result in a less than significant VMT impact.

CONCLUSION

The proposed project is forecast to result in a net increase of approximately 1,517 daily trips compared to the former restaurant, including 55 net new trips during the PM peak hour.

The proposed project does not appear to meet any of the City-established LOS screening criteria and preparation of a transportation impact study that includes LOS analysis is not warranted.

The proposed project satisfies the project type screening criteria for local-serving restaurants less than 50,000 square feet and may be presumed to result in a less than significant VMT impact.

It has been a pleasure to assist you with this project. Should you have any questions or if we can be of further assistance, please do not hesitate to call at (714) 795-3100.

Sincerely,
GANDDINI GROUP, INC.

Giancarlo Ganddini, PE, PTP
Principal Traffic Engineer

Figure 1
Project Location Map

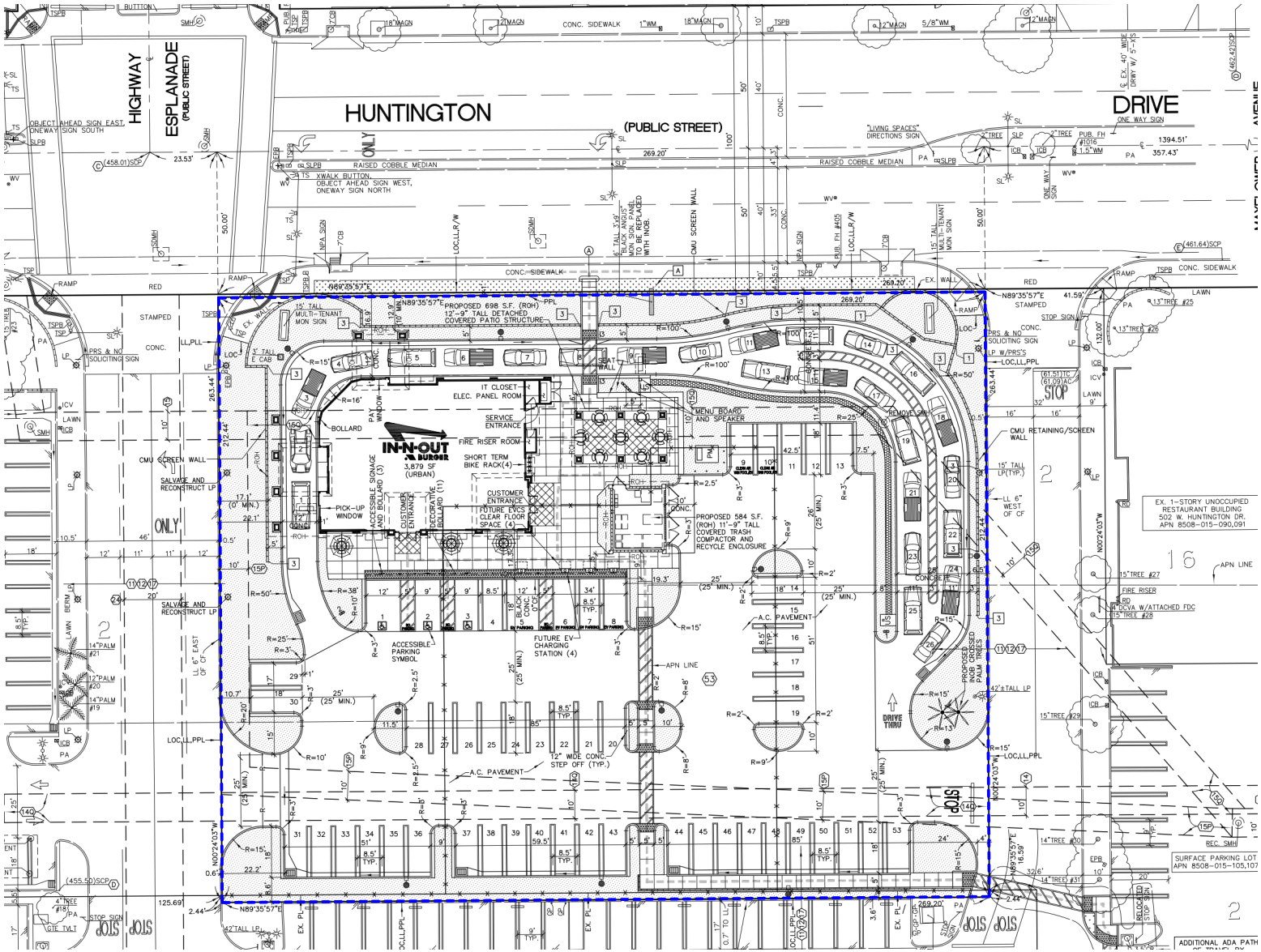


Figure 2
Project Site Plan

Table 1
Project Trip Generation

Trip Generation Rates						
			PM Peak Hour			Daily
Land Use	Source[1]	Units[2]	In	Out	Rate	Rate
In-N-Out Burger Restaurant	Surveys	TSF	52%	48%	59.24	773.38

Trips Generated						
			PM Peak Hour			
Land Use	Quantity	Units[2]	In	Out	Total	Daily
In-N-Out Burger Restaurant	3.879	TSF	120	109	229	3,000
Pass-By (55% PM, 25% Daily)[4]			*-66*	*-60*	*-126*	*-750*
TOTAL NEW PROJECT TRIPS			**54**	**49**	**103**	**2,250**

Notes:

1. Surveys = Trip generation surveys of existing In-N-Out restaurants; see Attachment A.

2. TSF = Thousand Square Feet

3. ITE *Trip Generation Manual* (11th Edition, 2021). For time periods with no pass-by data provided in ITE *Trip Generation Manual* , the pass-by rate

Table 2
Previous Use Trip Generation

Trip Generation Rates									
			AM Peak Hour			PM Peak Hour			
Land Use	Source[1]	Land Use Variable[2]	% In	% Out	Rate	% In	% Out	Rate	Daily Rate
Fine Dining Restaurant	ITE 931	TSF	50%	50%	0.73	67%	33%	7.80	83.84

Trips Generated									
			AM Peak Hour			PM Peak Hour			
Land Use	Source	Quantity	In	Out	Total	In	Out	Total	Daily
Fine Dining Restaurant	ITE 931	10.927 TSF	4	4	8	57	28	85	916
Pass-by Trips (20%AM,44%PM,20%Daily)	ITE 931		*-1*	*-1*	*-2*	*-25*	*-12*	*-37*	*-183*
TOTAL TRIPS GENERATED			**3**	**3**	**6**	**32**	**16**	**48**	**733**

Notes:
1. ITE = Institute of Transportation Engineers *Trip Generation Manual* (11th Edition, 2021); ### = Land Use Code. All rates based on General Urban/Suburban setting unless otherwise noted.
2. TSF = Thousand Square Feet

Table 3
Net Project Trip Generation

New Trips Generated						
			PM Peak Hour			
Land Use	Quantity	Units[2]	In	Out	Total	Daily
Proposed Use	3.879	TSF	54	49	103	2,250
Previous Use			*32*	*16*	*48*	*733*
NET NEW PROJECT TRIPS			**+22**	**+33**	**+55**	**+1,517**

Notes:

1. Surveys = Trip generation surveys of existing In-N-Out restaurants; see Attachment A.
2. TSF = Thousand Square Feet
3. ITE *Trip Generation Manual* (11th Edition, 2021). For time periods with no pass-by data provided in ITE *Trip Generation Manual*, the pass-by rate was assumed as half of the ITE peak hour rate.

APPENDIX A

GLOSSARY

ACRONYMS

AC	Acres
ADT	Average Daily Traffic
Caltrans	California Department of Transportation
DU	Dwelling Unit
ICU	Intersection Capacity Utilization
GFA	Gross Floor Area
LOS	Level of Service
PCE	Passenger Car Equivalent
SP	Service Population
TSF	Thousand Square Feet
V/C	Volume/Capacity
VMT	Vehicle Miles Traveled

TERMS

ACTUATED SIGNAL CONTROL: A type of traffic signal control in which display of each phase depends on whether the corresponding phase detector has registered a service call or the phase is on recall.

ACTUATION: Detection of a roadway user that is forwarded to the signal controller.

AVERAGE DAILY TRAFFIC: The average 24-hour volume for a stated period divided by the number of days in that period. For example, Annual Average Daily Traffic is the total volume during a year divided by 365 days.

BANDWIDTH: The number of seconds of green time available for through traffic in a signal progression.

BOTTLENECK: A point of constriction along a roadway that limits the amount of traffic that can proceed downstream from its location.

CALL: An indication within a signal controller that a particular phase is waiting for service, either through actuation from a roadway user or phase recall.

CAPACITY: The maximum number of vehicles that can be reasonably expected to pass through a roadway facility during a specified period.

CHANNELIZATION: The separation of conflicting traffic movements by use of pavement markings, raised curbs, or other suitable means to facilitate free flow movement.

CLEARANCE INTERVAL: Equal to the yellow plus all-red time, if any, when a traffic signal changes between phases (i.e., the amount of time between the end of a green light from one movement to the beginning of a green light for the next).

COORDINATED SIGNAL CONTROL: A type of traffic signal control in which non-coordinated phases associated with minor movements are constrained such that the coordinated phases are served at a specific time during the signal cycle, thus maintaining the efficient progression of traffic flow along the major roadway.

CONTROL DELAY: The portion of delay attributed to the intersection traffic control (such as a traffic signal or stop sign). It includes initial deceleration, queue move-up time, stopped delay, and final acceleration delay.

CORDON: An imaginary boundary line around or across a study area across which vehicles, persons, or other information can be collected for survey and analytical purposes.

CORNER SIGHT DISTANCE: The minimum sight distance required by the driver of a vehicle to cross or enter the lanes of the major roadway without requiring approaching traffic traveling at a given speed to radically alter their speed or trajectory.

CYCLE: A complete sequence of signal indications for all phases.

CYCLE LENGTH: The total time for a traffic signal to complete one full cycle.

DAILY CAPACITY: A theoretical value representing the daily traffic volume that will typically result in a peak hour volume equal to the capacity of the roadway.

DELAY: The total additional travel time experienced by a roadway user (driver, passenger, bicyclist, or pedestrian) beyond that required to travel at a desired speed.

DENSITY: The number of vehicles occupying in a unit length of the through traffic lanes of a roadway at any given instant. Usually expressed in vehicles per mile.

DETECTOR: A device used to count or determine the presence of a roadway user.

DESIGN SPEED: A speed used for purposes of designing horizontal and vertical alignments of a highway.

DIRECTIONAL SPLIT: The percent of two-way traffic traveling in a specified direction.

DIVERSION: The rerouting of traffic from a normal path of travel between two points, such as to avoid congestion or perform a secondary trip.

FREE FLOW: Traffic flow that is unaffected by a traffic control and/or or upstream or downstream conditions.

GAP: Time or distance between two vehicles measured from rear bumper of the front vehicle to front bumper of the second vehicle.

GAP ACCEPTANCE: The method by which a driver accepts an available gap in traffic to enter or cross the road.

HEADWAY: Time or distance between two successive vehicles measured from same point on both vehicles (i.e., front bumper to front bumper).

LEVEL OF SERVICE: A grading scale of quantitative performance measures representing the quality of service of a transportation facility or service from an average traveler's perspective.

LOOP DETECTOR: A vehicle detector consisting of a loop of wire embedded in the roadway, energized by alternating current and producing an output circuit closure when passed over by a vehicle.

MULTI-MODAL: More than one mode, such as automobile, transit, bicycle, and pedestrian.

OFFSET: The time interval between the beginning of a traffic signal cycle at one intersection and the beginning of signal cycle an adjacent intersection.

PLATOON: A set of vehicles traveling at similar speed and moving as a general group with clear separation between other vehicles ahead and behind.

PASSENGER CAR EQUIVALENT: A metric used to assess the impact of larger vehicles, such as trucks, recreational vehicles, and buses, by converting the traffic volume of larger vehicles to an equivalent number of passenger cars.

PEDESTRIAN CLEARANCE INTERVAL: Also known as the "Flashing Don't Walk" interval, it signals the end of pedestrian entry into the crosswalk following the "Walk" indication and provides time for pedestrians who have already entered the crosswalk to finishing crossing.

PEAK HOUR: The hour within a day in which the maximum volume occurs.

PEAK HOUR FACTOR: The peak hour volume divided by the four times the peak 15-minute flow rate. This

PHASE: In traffic signals, the green, yellow, and red clearance intervals assigned to a specified traffic movement.

PRETIMED SIGNAL: A traffic signal operation in which the cycle length, phasing sequence, and phasing times are predetermined and fixed, regardless of actual demand for any given traffic movement. Also known as a fixed time signal.

PROGRESSION: The coordinated movement of vehicles through signalized intersections along a corridor.

QUEUE: The number of vehicles waiting at a service area such as a traffic signal, stop sign, or access gate.

QUEUE LENGTH: The length of vehicle queue, typically expressed in feet, waiting at a service area such as a traffic signal, stop sign, or access gate.

RECALL: A signal phasing operation in which a specified phase places a call to the signal controller each time a conflicting phase is served, thus ensuring the specified phase will be serviced again.

SEMI-ACTUATED CONTROL: A type of traffic signal control in which only the minor movements are provided detection.

SIGHT DISTANCE: The continuous length of roadway visible to a driver or roadway user.

STACKING DISTANCE: The length of area available behind a service area, such as a traffic signal or gate, for vehicle queuing to occur.

STOPPING SIGHT DISTANCE: The minimum distance required by the driver of a vehicle traveling at a given speed to bring the vehicle to a stop after an object on the road becomes visible, including reaction and response time.

TRIP OR TRIP END: The one-directional movement of a person or vehicle. Every trip has an origin and a destination at its respective ends (i.e., trip ends). In terms of site trip generation, the same vehicle entering and exiting a site generates two trips: one inbound trip and one outbound trip.

TRIP GENERATION RATE: The rate at which a land use generates trips per the specified land use variable, such per dwelling unit or per thousand square feet.

TRUCK: A heavy motor vehicle generally used for transporting goods.

VEHICLE MILES TRAVELED: A measure of the amount and distance of automobile travel essentially calculated as the sum of each trip times the trip length.

APPENDIX B

TRIP GENERATION DATA FOR IN-N-OUT

In-N-Out Burger Restaurant (with Drive-Through Window)
Weekday, peak hour of adjacent street traffic,
One hour between 4 and 6 p.m.

ID	Location	Full Address	1,000 SF GFA	Weekday PM			Rate (Trips/TSF)
				In	Out	Total	
1	Redondo Beach	3801 Inglewood Ave, Redondo Beach, CA 90278	2.800	94	89	183	65.36
2	Long Beach	6391 E Pacific Coast Highway, Long Beach, CA 90803	3.600	69	73	142	39.44
3	Los Angeles	9149 S Sepulveda Blvd, Los Angeles, CA 90045	3.800	127	111	238	62.63
4	Millbrae	11 Rollins Rd, Millbrae, CA 94030	3.750	128	107	235	62.67
5	Redwood City	949 Veterans Blvd, Redwood City, CA 94063	3.750	66	75	141	37.60
6	Rocklin	5490 Crossings Dr, Rocklin, CA 95677	3.750	84	75	159	42.40
7	Vacaville	170 Nut Tree Pkwy, Vacaville, CA 95687	3.750	87	65	152	40.53
8	Fairfield	1364 Holiday Ln, Fairfield, CA 94534	3.750	75	57	132	35.20
9	Mountain View	1159 N Rengstorff Ave, Mountain View, CA 94043	3.100	110	113	223	71.94
10	Mountain View	53 W El Camino Real, Mountain View, CA 94040	2.970	141	138	279	93.94
11	Union City	32060 Union Landing Blvd, Union City, CA 94587	3.160	137	133	270	85.44
12	Rancho San Margarita	30121 Santa Margarita Pkwy, Rancho Santa Margarita, CA 92688	3.665	137	133	270	73.67
Total			41.845	1,255	1,169	2,424	710.82
Average			3.487	105	97	202	59.24

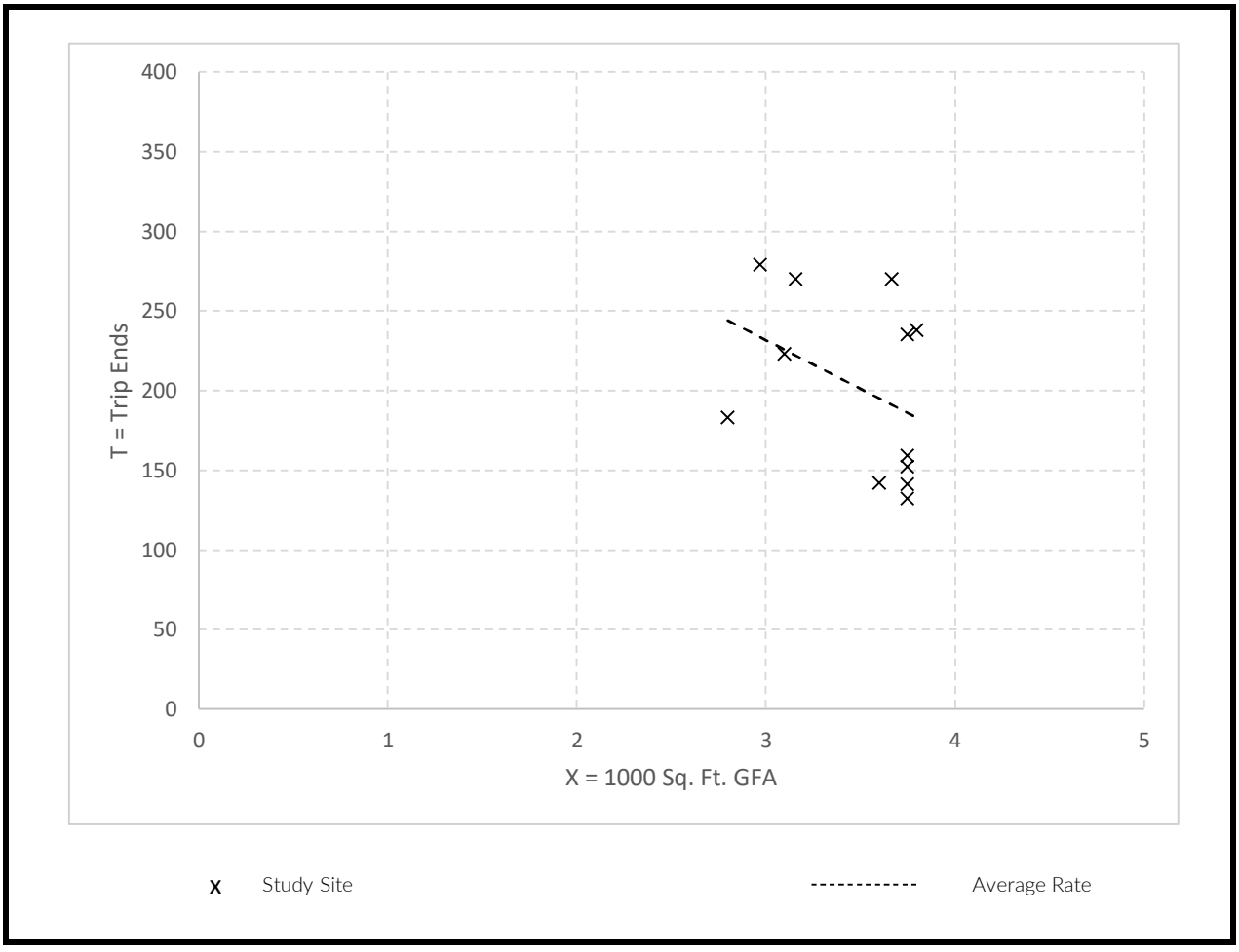
In-N-Out Burger Restaurant (with Drive-Through Window)

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:	12
1000 Sq. Ft. GFA (Average):	3.487
Directional Distribution:	52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
59.24	35.2 - 93.94	19.13

Data Plot & Equation



Trip generation data for each site is provided on the attached count sheets.

Ganddini Group, Inc. (November 2020)

In-N-Out Burger Restaurant (with Drive-Through Window)
Weekday

ID	Location	Full Address	1,000 SF GFA	Weekday PM			Rate (Trips/TSF)
				In	Out	Total	
1	Redondo Beach	3801 Inglewood Ave, Redondo Beach, CA 90278					
2	Long Beach	6391 E Pacific Coast Highway, Long Beach, CA 90803					
3	Los Angeles	9149 S Sepulveda Blvd, Los Angeles, CA 90045					
4	Millbrae	11 Rollins Rd, Millbrae, CA 94030	3.750	2,569	2,568	5,137	1369.87
5	Redwood City	949 Veterans Blvd, Redwood City, CA 94063	3.750	1,113	1,112	2,225	593.33
6	Rocklin	5490 Crossings Dr, Rocklin, CA 95677	3.750	860	860	1,720	458.67
7	Vacaville	170 Nut Tree Pkwy, Vacaville, CA 95687	3.750	940	939	1,879	501.07
8	Fairfield	1364 Holiday Ln, Fairfield, CA 94534	3.750	831	831	1,662	443.20
9	Mountain View	1159 N Rengstorff Ave, Mountain View, CA 94043	3.100	1,268	1,267	2,535	817.74
10	Mountain View	53 W El Camino Real, Mountain View, CA 94040	2.970	1,481	1,481	2,962	997.31
11	Union City	32060 Union Landing Blvd, Union City, CA 94587	3.160	1,577	1,576	3,153	997.78
12	Rancho San Margarita	30121 Santa Margarita Pkwy, Rancho Santa Margarita, CA 92688	3.665	1,432	1,432	2,864	781.45
Total			31.645	12,071	12,066	24,137	6960.42
Average			3.516	1,341	1,341	2,682	773.38

In-N-Out Burger Restaurant (with Drive-Through Window)

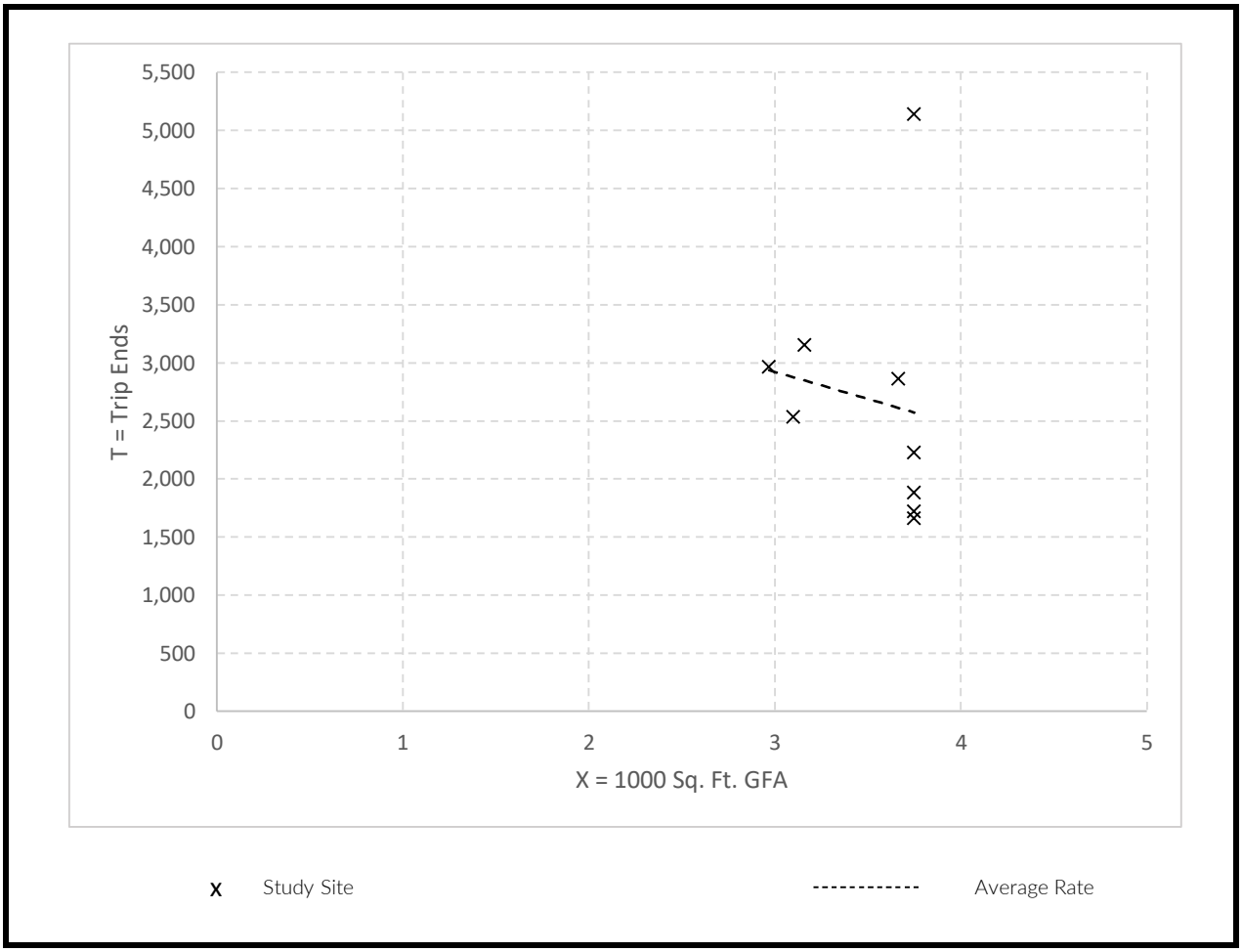
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 9
1000 Sq. Ft. GFA (Average): 3.516
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
773.38	443.2 - 1369.87	462.54

Data Plot & Equation



Trip generation data for each site is provided on the attached count sheets.

Ganddini Group, Inc. (November 2020)

Redondo Beach
(3801 Inglewood Ave, Redondo Beach, CA 90278)

Wednesday, May16th 2012 CITY: Redondo Beach PROJECT: IN N OUT

Prepared by

AM Period	IN		OUT		MAXIMUM QUEUE	PM Period	IN		OUT		MAXIMUM QUEUE
00:00						12:00	32		24		23
00:15						12:15	42		42		26
00:30						12:30	36		29		11
00:45						12:45	27	137	38	133	11
01:00						13:00	31		26		17
01:15						13:15	28		23		16
01:30						13:30	32		31		11
01:45						13:45	X	91	X	80	9
02:00						14:00					10
02:15						14:15					8
02:30						14:30					15
02:45						14:45					13
03:00						15:00					10
03:15						15:15					12
03:30						15:30					14
03:45						15:45					13
04:00						16:00	17		16		16
04:15						16:15	18		19		19
04:30						16:30	29		24		17
04:45						16:45	18	82	23	82	18
05:00						17:00	28		23		22
05:15						17:15	19		19		24
05:30						17:30	24		21		23
05:45						17:45	28	99	21	84	16
06:00						18:00	13		26		18
06:15						18:15	X		X		23
06:30						18:30	X		X		25
06:45						18:45	X	13	X	26	26
07:00						19:00					23
07:15						19:15					27
07:30						19:30					19
07:45						19:45					21
08:00						20:00					23
08:15						20:15					22
08:30						20:30					18
08:45						20:45					28
09:00						21:00					27
09:15						21:15					16
09:30						21:30					17
09:45						21:45					16
10:00					4	22:00					15
10:15					8	22:15					18
10:30					6	22:30					19
10:45					6	22:45					16
11:00					11	23:00					15
11:15					21	23:15					13
11:30	24		34		23	23:30					12
11:45	25	49	37	71	21	23:45					11
Total Vol.		49		71				422		405	

Daily Total	
IN	**471**
OUT	**476**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

Long Beach
(6391 E Pacific Coast Highway, Long Beach, CA 90803)

Wednesday, May 16,2012 CITY: Long Beach PROJECT: In N Out Burger

AM Period	IN		OUT		MAXIMUM QUEUE	PM Period	IN		OUT		MAXIMUM QUEUE
00:00						12:00	31		25		15
00:15						12:15	30		15		15
00:30						12:30	52		50		13
00:45						12:45	25	138	29	119	8
01:00						13:00	29		29		12
01:15						13:15	32		27		13
01:30						13:30	18		23		8
01:45						13:45	X	79	X	79	7
02:00						14:00					8
02:15						14:15					7
02:30						14:30					8
02:45						14:45					6
03:00						15:00					6
03:15						15:15					5
03:30						15:30					4
03:45						15:45					5
04:00						16:00	16		19		6
04:15						16:15	12		17		5
04:30						16:30	14		14		3
04:45						16:45	16	58	10	60	6
05:00						17:00	19		14		5
05:15						17:15	20		19		7
05:30						17:30	19		19		7
05:45						17:45	11	69	21	73	5
06:00						18:00	17		20		12
06:15						18:15	X		X		7
06:30						18:30	X		X		10
06:45						18:45	X	17	X	20	12
07:00						19:00					10
07:15						19:15					11
07:30						19:30					7
07:45						19:45					6
08:00						20:00					8
08:15						20:15					6
08:30						20:30					9
08:45						20:45					10
09:00						21:00					12
09:15						21:15					16
09:30						21:30					14
09:45						21:45					15
10:00						22:00					14
10:15					5	22:15					13
10:30					8	22:30					12
10:45					7	22:45					12
11:00					3	23:00					11
11:15					6	23:15					13
11:30	19		25		7	23:30					9
11:45	21	40	27	52	14	23:45					8
Total Vol.		40		52				361		351	

Daily Total	
IN	**401**
OUT	**361**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

Los Angeles
(9149 S Sepulveda Blvd, Los Angeles, CA 90045)

Wednesday, May 16th, 2012 CITY: Los Angeles PROJECT: In-N-Out Burger

AM Period	IN		OUT		MAXIMUM QUEUE	PM Period	IN		OUT		MAXIMUM QUEUE
00:00						12:00	39		35		20
00:15						12:15	48		36		18
00:30						12:30	52		37		21
00:45						12:45	57	196	41	149	19
01:00						13:00	39		45		22
01:15						13:15	36		46		21
01:30						13:30	35		41		20
01:45						13:45	X	110	X	132	20
02:00						14:00					21
02:15						14:15					21
02:30						14:30					22
02:45						14:45					21
03:00						15:00					18
03:15						15:15					17
03:30						15:30					16
03:45						15:45					18
04:00						16:00	31		24		17
04:15						16:15	18		18		15
04:30						16:30	27		28		12
04:45						16:45	33	109	22	92	10
05:00						17:00	34		30		9
05:15						17:15	25		33		14
05:30						17:30	36		23		17
05:45						17:45	32	127	25	111	19
06:00						18:00	30		36		20
06:15						18:15					19
06:30						18:30					20
06:45						18:45					18
07:00						19:00					17
07:15						19:15					18
07:30						19:30					19
07:45						19:45					20
08:00						20:00					21
08:15						20:15					19
08:30						20:30					19
08:45						20:45					20
09:00						21:00					18
09:15						21:15					19
09:30						21:30					20
09:45						21:45					19
10:00					0	22:00					21
10:15					2	22:15					17
10:30					5	22:30					16
10:45					6	22:45					14
11:00					6	23:00					16
11:15					12	23:15					17
11:30	28		32		16	23:30					15
11:45	31	59	29	61	120 19	23:45					13
Total Vol.		59		61				542		484	

Daily Totals		
IN		**OUT**
601		**545**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

Millbrae
(11 Rollins Rd, Millbrae, CA 94030)

Wednesday, May 27, 2015 CITY: Millbrae PROJECT: SC0629

11 Rollings Rd

Prepaired by AimTD LLC tel. 951 249 3226

AM Period	IN1		OUT1			PM Period	IN1		OUT1		
00:00	20		10			12:00	49		53		
00:15	27		34			12:15	60		74		
00:30	8		15			12:30	47		63		
00:45	2	57	14	73	130	12:45	55	211	57	247	458
01:00	1		5			13:00	40		51		
01:15	0		3			13:15	52		56		
01:30	1		1			13:30	35		51		
01:45	1	3	1	10	13	13:45	48	175	40	198	373
02:00	2		5			14:00	31		42		
02:15	0		0			14:15	30		29		
02:30	0		0			14:30	39		31		
02:45	0	2	1	6	8	14:45	33	133	30	132	265
03:00	0		1			15:00	38		26		
03:15	1		0			15:15	28		34		
03:30	2		0			15:30	40		29		
03:45	2	5	0	1	6	15:45	31	137	30	119	256
04:00	0		0			16:00	34		37		
04:15	3		3			16:15	26		28		
04:30	2		2			16:30	25		18		
04:45	1	6	0	5	11	16:45	8	93	19	102	195
05:00	1		0			17:00	35		11		
05:15	1		0			17:15	32		25		
05:30	3		1			17:30	29		24		
05:45	8	13	2	3	16	17:45	24	120	30	90	210
06:00	7		7			18:00	32		43		
06:15	15		5			18:15	39		38		
06:30	14		3			18:30	42		39		
06:45	7	43	7	22	65	18:45	44	157	43	163	320
07:00	9		5			19:00	30		46		
07:15	9		5			19:15	35		47		
07:30	11		6			19:30	47		41		
07:45	10	39	6	22	61	19:45	51	163	49	183	346
08:00	17		8			20:00	49		50		
08:15	12		3			20:15	44		53		
08:30	11		10			20:30	45		33		
08:45	11	51	12	33	84	20:45	45	183	42	178	361
09:00	11		15			21:00	31		40		
09:15	16		12			21:15	23		40		
09:30	17		18			21:30	24		39		
09:45	20	64	10	55	119	21:45	26	104	38	157	261
10:00	34		10			22:00	21		32		
10:15	31		22			22:15	27		29		
10:30	39		19			22:30	33		38		
10:45	37	141	36	87	228	22:45	34	115	36	135	250
11:00	48		36			23:00	21		26		
11:15	41		38			23:15	27		27		
11:30	58		59			23:30	31		30		
11:45	54	201	52	185	386	23:45	19	98	25	108	206
Total Vol.		625		502	**1127**			1689		1812	**3501**

Daily Totals

IN1	OUT1	Combined
2314	2314	**4628**

	AM			PM		
Split %	55.5%	44.5%	**24.4%**	48.2%	51.8%	**75.6%**
Peak Hour	11:30	11:45	**11:30**	12:00	12:00	**12:00**
Volume	221	242	**459**	211	247	**458**
P.H.F.	0.92	0.82	**0.86**	0.85	0.83	**0.86**

pacific@aimtd.com Tell. 951 249 3226

Wednesday, May 27, 2015 CITY: Millbrae PROJECT: SC0629

11 Rollings Rd

Prepaired by AimTD LLC tel. 951 249 3226

AM Period	IN1		OUT1			PM Period	IN1		OUT1		
00:00	0		0			12:00	3		12		
00:15	0		0			12:15	20		3		
00:30	1		0			12:30	15		4		
00:45	1	2	2	2	4	12:45	16	54	4	23	77
01:00	0		0			13:00	15		6		
01:15	0		0			13:15	18		4		
01:30	0		0			13:30	15		3		
01:45	0	0	0	0		13:45	3	51	2	15	66
02:00	0		0			14:00	4		3		
02:15	0		0			14:15	1		3		
02:30	0		0			14:30	0		4		
02:45	0	0	2	2	2	14:45	1	6	7	17	23
03:00	0		0			15:00	2		5		
03:15	1		0			15:15	3		1		
03:30	0		0			15:30	2		3		
03:45	0	1	0	0	1	15:45	2	9	3	12	21
04:00	0		0			16:00	4		5		
04:15	0		0			16:15	2		5		
04:30	0		1			16:30	0		4		
04:45	0	0	0	1	1	16:45	3	9	2	16	25
05:00	0		0			17:00	1		5		
05:15	0		0			17:15	1		5		
05:30	0		0			17:30	3		3		
05:45	2	2	1	1	3	17:45	3	8	4	17	25
06:00	0		1			18:00	6		1		
06:15	6		0			18:15	0		5		
06:30	5		2			18:30	1		4		
06:45	4	15	2	5	20	18:45	2	9	4	14	23
07:00	1		5			19:00	3		2		
07:15	1		4			19:15	3		4		
07:30	3		0			19:30	4		3		
07:45	4	9	1	10	19	19:45	5	15	2	11	26
08:00	3		2			20:00	1		4		
08:15	2		3			20:15	2		5		
08:30	5		8			20:30	4		7		
08:45	2	12	4	17	29	20:45	0	7	2	18	25
09:00	3		4			21:00	0		1		
09:15	2		8			21:15	1		1		
09:30	1		2			21:30	0		2		
09:45	5	11	6	20	31	21:45	1	2	1	5	7
10:00	3		3			22:00	0		1		
10:15	2		2			22:15	0		1		
10:30	9		5			22:30	0		0		
10:45	4	18	5	15	33	22:45	1	1	0	2	3
11:00	1		8			23:00	1		1		
11:15	5		6			23:15	3		0		
11:30	4		6			23:30	0		1		
11:45	7	17	2	22	39	23:45	0	4	0	2	6
Total Vol.		87		95	**182**			175		152	**327**

Daily Totals

IN1	OUT1	Combined
262	247	**509**

	AM			PM		
Split %	47.8%	52.2%	**35.8%**	53.5%	46.5%	**64.2%**
Peak Hour	11:45	11:15	**11:45**	12:15	12:00	**12:15**
Volume	45	26	**66**	66	23	**83**
P.H.F.	0.56	0.54	**0.72**	0.84	0.48	**0.72**

pacific@aimtd.com Tell. 951 249 3226

Redwood City
(949 Veterans Blvd, Redwood City, CA 94063)

Wednesday, May 27, 2015 CITY: Redwood City PROJECT: SC0629

949 Veterans Blvd

Prepaired by AimTD LLC tel. 951 249 3226

AM Period	IN1		OUT1			PM Period	IN1		OUT1		
00:00	7		2			12:00	11		18		
00:15	0		1			12:15	14		22		
00:30	3		2			12:30	6		20		
00:45	1	11	0	5	16	12:45	4	35	14	74	109
01:00	0		1			13:00	2		16		
01:15	0		0			13:15	7		32		
01:30	0		0			13:30	12		16		
01:45	0	0	0	1	1	13:45	14	35	13	77	112
02:00	0		0			14:00	13		11		
02:15	0		0			14:15	17		12		
02:30	0		0			14:30	12		7		
02:45	0	0	0	0		14:45	9	51	13	43	94
03:00	0		0			15:00	14		13		
03:15	0		0			15:15	6		15		
03:30	0		0			15:30	8		13		
03:45	0	0	0	0		15:45	7	35	11	52	87
04:00	0		0			16:00	8		6		
04:15	1		0			16:15	11		8		
04:30	0		0			16:30	7		5		
04:45	0	1	0	0	1	16:45	7	33	9	28	61
05:00	2		2			17:00	5		12		
05:15	0		0			17:15	7		8		
05:30	1		1			17:30	5		8		
05:45	1	4	1	4	8	17:45	11	28	3	31	59
06:00	1		0			18:00	4		5		
06:15	0		0			18:15	11		8		
06:30	1		0			18:30	16		9		
06:45	0	2	0	0	2	18:45	8	39	12	34	73
07:00	0		0			19:00	8		9		
07:15	1		0			19:15	8		9		
07:30	0		0			19:30	3		4		
07:45	0	1	0	0	1	19:45	9	28	7	29	57
08:00	0		0			20:00	5		8		
08:15	0		0			20:15	6		12		
08:30	0		0			20:30	7		4		
08:45	1	1	0	0	1	20:45	9	27	2	26	53
09:00	0		0			21:00	11		8		
09:15	0		0			21:15	13		7		
09:30	0		1			21:30	11		5		
09:45	0	0	0	1	1	21:45	5	40	9	29	69
10:00	2		1			22:00	10		9		
10:15	4		0			22:15	9		9		
10:30	1		6			22:30	5		7		
10:45	2	9	3	10	19	22:45	5	29	9	34	63
11:00	8		1			23:00	3		5		
11:15	5		5			23:15	2		6		
11:30	10		7			23:30	2		2		
11:45	14	37	11	24	61	23:45	1	8	0	13	21
Total Vol.		66		45	**111**			388		470	**858**

Daily Totals

IN1	OUT1	Combined
454	515	**969**

	AM			PM		
Split %	59.5%	40.5%	**11.5%**	45.2%	54.8%	**88.5%**
Peak Hour	11:30	11:45	**11:45**	13:30	12:30	**13:15**
Volume	49	71	**116**	56	82	**118**
P.H.F.	0.88	0.81	**0.81**	0.93	0.64	**0.81**

pacific@aimtd.com Tell. 951 249 3226

Wednesday, May 27, 2015 CITY: Redwood City PROJECT: SC0629

949 Veterans Blvd

Prepaired by AimTD LLC tel. 951 249 3226

AM Period	IN1		OUT1			PM Period	IN1		OUT1		
00:00	2		2			12:00	22		11		
00:15	9		8			12:15	21		21		
00:30	2		8			12:30	20		20		
00:45	4	17	4	22	39	12:45	17	80	12	64	144
01:00	0		4			13:00	19		19		
01:15	0		0			13:15	20		14		
01:30	0		0			13:30	14		19		
01:45	0	0	0	4	4	13:45	14	67	12	64	131
02:00	0		2			14:00	7		11		
02:15	0		0			14:15	11		6		
02:30	0		0			14:30	16		10		
02:45	0	0	0	2	2	14:45	15	49	13	40	89
03:00	0		0			15:00	15		12		
03:15	0		0			15:15	4		7		
03:30	0		0			15:30	5		9		
03:45	0	0	0	0		15:45	7	31	8	36	67
04:00	0		0			16:00	12		8		
04:15	0		0			16:15	6		9		
04:30	0		0			16:30	6		4		
04:45	0	0	0	0		16:45	10	34	9	30	64
05:00	0		0			17:00	11		8		
05:15	0		0			17:15	11		12		
05:30	1		0			17:30	10		9		
05:45	0	1	0	0	1	17:45	8	40	8	37	77
06:00	0		0			18:00	12		9		
06:15	0		1			18:15	16		9		
06:30	0		0			18:30	9		16		
06:45	0	0	0	1	1	18:45	7	44	10	44	88
07:00	0		0			19:00	14		22		
07:15	1		0			19:15	12		11		
07:30	0		0			19:30	13		8		
07:45	0	1	0	0	1	19:45	13	52	11	52	104
08:00	0		0			20:00	11		9		
08:15	0		0			20:15	10		7		
08:30	0		0			20:30	9		10		
08:45	0	0	1	1	1	20:45	4	34	9	35	69
09:00	2		1			21:00	19		11		
09:15	0		0			21:15	19		12		
09:30	2		1			21:30	14		12		
09:45	3	7	1	3	10	21:45	15	67	13	48	115
10:00	1		1			22:00	6		12		
10:15	3		1			22:15	10		12		
10:30	5		6			22:30	15		9		
10:45	4	13	2	10	23	22:45	8	39	12	45	84
11:00	20		5			23:00	10		10		
11:15	9		12			23:15	5		10		
11:30	11		10			23:30	2		5		
11:45	18	58	8	35	93	23:45	3	20	4	29	49
Total Vol.		97		78	**175**			557		524	**1081**

Daily Totals

IN1	OUT1	Combined
654	602	**1256**

	AM			PM		
Split %	55.4%	44.6%	**13.9%**	51.5%	48.5%	**86.1%**
Peak Hour	11:45	11:45	**11:45**	12:00	12:15	**12:15**
Volume	81	60	**141**	80	72	**149**
P.H.F.	0.92	0.71	**0.84**	0.94	0.86	**0.84**

pacific@aimtd.com Tell. 951 249 3226

Rocklin
(5490 Crossings Dr, Rocklin, CA 95677)

Average Daily Traffic Volumes

Prepared by: Field Data Services of Arizona, Inc.

Thursday, February 04, 2016 CITY: Rocklin Dwy 1 PROJECT: sc0824

Prepaired by AimTD LLC tel. 714.253.7888

AM Period	in		out			PM Period	in		out		
00:00	0		0			12:00	21		16		
00:15	0		0			12:15	16		23		
00:30	0		0			12:30	15		22		
00:45	0	0	0	0		12:45	17	69	17	78	147
01:00	0		0			13:00	7		23		
01:15	0		0			13:15	13		16		
01:30	0		0			13:30	10		15		
01:45	0	0	0	0		13:45	20	50	10	64	114
02:00	0		0			14:00	18		13		
02:15	0		0			14:15	16		14		
02:30	0		0			14:30	5		21		
02:45	0	0	0	0		14:45	20	59	9	57	116
03:00	0		0			15:00	12		7		
03:15	0		0			15:15	19		13		
03:30	0		0			15:30	10		14		
03:45	0	0	0	0		15:45	8	49	15	49	98
04:00	0		0			16:00	15		14		
04:15	0		0			16:15	10		19		
04:30	0		0			16:30	14		18		
04:45	0	0	0	0		16:45	13	52	12	63	115
05:00	0		0			17:00	11		19		
05:15	0		0			17:15	17		18		
05:30	0		0			17:30	30		11		
05:45	0	0	0	0		17:45	11	69	17	65	134
06:00	0		0			18:00	6		20		
06:15	0		0			18:15	11		18		
06:30	0		0			18:30	13		20		
06:45	0	0	0	0		18:45	18	48	18	76	124
07:00	0		0			19:00	5		20		
07:15	0		0			19:15	17		21		
07:30	0		0			19:30	12		14		
07:45	0	0	0	0		19:45	14	48	14	69	117
08:00	2		0			20:00	15		12		
08:15	0		1			20:15	17		11		
08:30	3		0			20:30	15		10		
08:45	2	7	3	4	11	20:45	5	52	15	48	100
09:00	4		3			21:00	7		13		
09:15	4		1			21:15	8		13		
09:30	2		2			21:30	4		12		
09:45	1	11	1	7	18	21:45	6	25	14	52	77
10:00	4		3			22:00	8		6		
10:15	10		2			22:15	1		12		
10:30	12		7			22:30	1		1		
10:45	22	48	10	22	70	22:45	3	13	1	20	33
11:00	24		19			23:00	4		6		
11:15	31		15			23:15	1		5		
11:30	12		23			23:30	0		4		
11:45	16	83	17	74	157	23:45	0	5	1	16	21
Total Vol.		149		107	**256**			539		657	**1196**

	Daily Totals		
	in	out	**Combined**
	688	764	**1452**

	AM			**PM**		
Split %	58.2%	41.8%	**17.6%**	45.1%	54.9%	**82.4%**
Peak Hour	10:30	11:30	**11:00**	16:45	12:15	**12:00**
Volume	89	79	**157**	71	85	**147**
P.H.F.	0.72	0.86	**0.85**	0.85	0.92	**0.85**

Average Daily Traffic Volumes

Prepared by: Field Data Services of Arizona, Inc.

Thursday, February 04, 2016 CITY: Rocklin Dwy 2 PROJECT: sc0824

Prepaired by AimTD LLC tel. 714.253.7888

AM Period	in		out			PM Period	in		out		
00:00	0		0			12:00	2		4		
00:15	0		0			12:15	1		2		
00:30	0		0			12:30	4		4		
00:45	0	0	0	0		12:45	1	8	4	14	22
01:00	0		0			13:00	6		7		
01:15	0		0			13:15	2		2		
01:30	0		0			13:30	6		2		
01:45	0	0	0	0		13:45	2	16	2	13	29
02:00	0		0			14:00	2		4		
02:15	0		0			14:15	2		2		
02:30	0		0			14:30	3		2		
02:45	0	0	0	0		14:45	2	9	0	8	17
03:00	0		0			15:00	7		3		
03:15	0		0			15:15	1		3		
03:30	0		0			15:30	3		2		
03:45	0	0	0	0		15:45	7	18	0	8	26
04:00	0		0			16:00	4		2		
04:15	0		0			16:15	4		2		
04:30	0		0			16:30	4		1		
04:45	0	0	0	0		16:45	7	19	2	7	26
05:00	0		0			17:00	2		3		
05:15	0		0			17:15	4		3		
05:30	0		0			17:30	3		1		
05:45	0	0	0	0		17:45	6	15	3	10	25
06:00	0		0			18:00	8		2		
06:15	0		0			18:15	6		1		
06:30	0		0			18:30	6		0		
06:45	0	0	0	0		18:45	3	23	1	4	27
07:00	0		0			19:00	5		1		
07:15	0		0			19:15	1		0		
07:30	0		0			19:30	5		0		
07:45	0	0	0	0		19:45	2	13	1	2	15
08:00	0		0			20:00	6		4		
08:15	0		0			20:15	0		1		
08:30	0		0			20:30	7		2		
08:45	1	1	1	1	2	20:45	5	18	1	8	26
09:00	0		1			21:00	3		4		
09:15	0		1			21:15	2		2		
09:30	0		1			21:30	2		1		
09:45	1	1	0	3	4	21:45	2	9	0	7	16
10:00	0		0			22:00	5		1		
10:15	2		0			22:15	1		0		
10:30	0		0			22:30	1		0		
10:45	1	3	1	1	4	22:45	1	8	0	1	9
11:00	1		4			23:00	1		1		
11:15	4		0			23:15	0		0		
11:30	1		1			23:30	0		0		
11:45	1	7	4	9	16	23:45	2	3	0	1	4
Total Vol.		12		14	**26**			159		83	**242**

	Daily Totals		
	in	out	**Combined**
	171	97	**268**

	AM			**PM**		
Split %	46.2%	53.8%	**9.7%**	65.7%	34.3%	**90.3%**
Peak Hour	11:15	11:45	**11:45**	17:45	12:15	**17:45**
Volume	8	14	**22**	26	17	**32**
P.H.F.	0.50	0.88	**0.69**	0.81	0.61	**0.69**

Vacaville
(170 Nut Tree Pkwy, Vacaville, CA 95687)

Average Daily Traffic Volumes

Prepared by: Field Data Services of Arizona, Inc.

Thursday, February 04, 2016 CITY: Vacaville PROJECT: sc0824

Prepaired by AimTD LLC tel. 714.253.7888

AM Period	in		out			PM Period	in		out		
00:00	0		0			12:00	12		22		
00:15	0		0			12:15	9		22		
00:30	0		0			12:30	13		22		
00:45	0	0	0	0		12:45	8	42	20	86	128
01:00	0		0			13:00	3		21		
01:15	0		0			13:15	7		22		
01:30	0		0			13:30	6		16		
01:45	0	0	0	0		13:45	3	19	26	85	104
02:00	0		0			14:00	8		17		
02:15	0		0			14:15	3		27		
02:30	0		0			14:30	1		22		
02:45	0	0	0	0		14:45	2	14	12	78	92
03:00	0		0			15:00	3		13		
03:15	0		0			15:15	5		15		
03:30	0		0			15:30	3		23		
03:45	0	0	0	0		15:45	6	17	19	70	87
04:00	0		0			16:00	1		16		
04:15	0		0			16:15	2		17		
04:30	0		0			16:30	3		16		
04:45	0	0	0	0		16:45	2	8	19	68	76
05:00	0		0			17:00	3		15		
05:15	0		0			17:15	17		15		
05:30	0		0			17:30	8		18		
05:45	0	0	0	0		17:45	5	33	13	61	94
06:00	0		0			18:00	7		26		
06:15	0		0			18:15	4		25		
06:30	0		0			18:30	7		20		
06:45	0	0	0	0		18:45	3	21	18	89	110
07:00	0		0			19:00	3		27		
07:15	0		0			19:15	2		18		
07:30	0		0			19:30	6		20		
07:45	0	0	0	0		19:45	6	17	17	82	99
08:00	0		0			20:00	12		15		
08:15	0		0			20:15	16		15		
08:30	0		0			20:30	2		19		
08:45	0	0	0	0		20:45	3	33	20	69	102
09:00	0		0			21:00	5		17		
09:15	0		1			21:15	14		16		
09:30	2		1			21:30	2		18		
09:45	0	2	0	2	4	21:45	2	23	14	65	88
10:00	0		2			22:00	5		10		
10:15	0		1			22:15	1		15		
10:30	3		3			22:30	0		12		
10:45	5	8	9	15	23	22:45	4	10	9	46	56
11:00	6		11			23:00	4		6		
11:15	6		10			23:15	1		10		
11:30	11		12			23:30	1		5		
11:45	17	40	16	49	89	23:45	2	8	6	27	35
Total Vol.		50		66	**116**			245		826	**1071**

Daily Totals	in	out	**Combined**
	295	892	**1187**

	AM			**PM**		
Split %	43.1%	56.9%	**9.8%**	22.9%	77.1%	**90.2%**
Peak Hour	11:45	11:45	**11:45**	12:00	13:45	**12:00**
Volume	51	82	**133**	42	92	**128**
P.H.F.	0.75	0.93	**0.95**	0.90	0.85	**0.95**

Average Daily Traffic Volumes

Prepared by: Field Data Services of Arizona, Inc.

Thursday, February 04, 2016 CITY: Vacaville Dwy 2 PROJECT: sc0824

Prepaired by AimTD LLC tel. 714.253.7888

AM Period	in		out			PM Period	in		out		
00:00	0		0			12:00	14		1		
00:15	0		0			12:15	13		1		
00:30	0		0			12:30	9		2		
00:45	0	0	0	0		12:45	14	50	1	5	55
01:00	0		0			13:00	14		0		
01:15	0		0			13:15	14		1		
01:30	0		0			13:30	9		1		
01:45	0	0	0	0		13:45	15	52	0	2	54
02:00	0		0			14:00	14		0		
02:15	0		0			14:15	12		0		
02:30	0		0			14:30	8		0		
02:45	0	0	0	0		14:45	14	48	2	2	50
03:00	0		0			15:00	9		0		
03:15	0		0			15:15	8		0		
03:30	0		0			15:30	7		0		
03:45	0	0	0	0		15:45	10	34	0	0	34
04:00	0		0			16:00	9		0		
04:15	0		0			16:15	8		2		
04:30	0		0			16:30	10		1		
04:45	0	0	0	0		16:45	12	39	1	4	43
05:00	0		0			17:00	11		1		
05:15	0		0			17:15	8		2		
05:30	0		0			17:30	10		1		
05:45	0	0	0	0		17:45	25	54	0	4	58
06:00	0		0			18:00	20		1		
06:15	0		0			18:15	22		0		
06:30	0		0			18:30	15		0		
06:45	0	0	0	0		18:45	18	75	1	2	77
07:00	0		0			19:00	14		0		
07:15	0		0			19:15	15		2		
07:30	0		0			19:30	14		2		
07:45	0	0	0	0		19:45	16	59	1	5	64
08:00	0		0			20:00	16		2		
08:15	0		0			20:15	9		2		
08:30	1		0			20:30	17		1		
08:45	0	1	1	1	2	20:45	13	55	0	5	60
09:00	0		0			21:00	17		2		
09:15	1		0			21:15	10		1		
09:30	0		1			21:30	14		1		
09:45	0	1	0	1	2	21:45	12	53	1	5	58
10:00	3		0			22:00	9		2		
10:15	1		0			22:15	12		1		
10:30	4		1			22:30	7		1		
10:45	13	21	0	1	22	22:45	9	37	2	6	43
11:00	7		0			23:00	7		0		
11:15	14		1			23:15	4		1		
11:30	12		0			23:30	4		1		
11:45	11	44	0	1	45	23:45	7	22	1	3	25
Total Vol.		67		4	**71**			578		43	**621**

Daily Totals	in	out	**Combined**
	645	47	**692**

	AM			**PM**		
Split %	94.4%	5.6%	**10.3%**	93.1%	6.9%	**89.7%**
Peak Hour	11:15	11:45	**11:15**	17:45	19:15	**17:45**
Volume	51	4	**53**	82	7	**83**
P.H.F.	0.91	0.50	**0.88**	0.89	0.88	**0.88**

Fairfield
(1364 Holiday Ln, Fairfield, CA 94534)

Average Daily Traffic Volumes

Prepared by: Field Data Services of Arizona, Inc.

Thursday, February 04, 2016 CITY: Fairfield PROJECT: sc0824

Prepaired by AimTD LLC tel. 714.253.7888

AM Period	in		out			PM Period	in		out		
00:00	0		0			12:00	21		17		
00:15	0		0			12:15	21		20		
00:30	0		0			12:30	27		18		
00:45	0	0	0	0		12:45	27	96	24	79	175
01:00	0		0			13:00	21		19		
01:15	0		0			13:15	16		19		
01:30	0		0			13:30	9		23		
01:45	0	0	0	0		13:45	20	66	19	80	146
02:00	0		0			14:00	22		19		
02:15	0		0			14:15	20		25		
02:30	0		0			14:30	17		18		
02:45	0	0	0	0		14:45	16	75	17	79	154
03:00	0		0			15:00	12		17		
03:15	0		0			15:15	19		20		
03:30	0		0			15:30	20		18		
03:45	0	0	0	0		15:45	28	79	23	78	157
04:00	0		0			16:00	17		16		
04:15	0		0			16:15	24		18		
04:30	0		0			16:30	20		13		
04:45	0	0	0	0		16:45	14	75	10	57	132
05:00	0		0			17:00	11		14		
05:15	0		0			17:15	12		14		
05:30	0		0			17:30	16		17		
05:45	0	0	0	0		17:45	9	48	17	62	110
06:00	0		0			18:00	14		14		
06:15	0		0			18:15	21		15		
06:30	0		0			18:30	14		17		
06:45	0	0	0	0		18:45	10	59	15	61	120
07:00	0		0			19:00	17		12		
07:15	0		0			19:15	19		18		
07:30	0		0			19:30	11		19		
07:45	0	0	0	0		19:45	17	64	15	64	128
08:00	2		3			20:00	12		13		
08:15	2		3			20:15	10		14		
08:30	4		2			20:30	12		11		
08:45	5	13	5	13	26	20:45	3	37	8	46	83
09:00	6		5			21:00	12		5		
09:15	2		5			21:15	3		8		
09:30	9		7			21:30	9		18		
09:45	11	28	8	25	53	21:45	6	30	7	38	68
10:00	8		6			22:00	6		6		
10:15	12		5			22:15	6		3		
10:30	15		9			22:30	8		10		
10:45	14	49	12	32	81	22:45	6	26	9	28	54
11:00	17		12			23:00	6		11		
11:15	14		17			23:15	5		6		
11:30	12		18			23:30	2		2		
11:45	25	68	18	65	133	23:45	5	18	5	24	42
Total Vol.		158		135	**293**			673		696	**1369**

	Daily Totals		
	in	out	Combined
	831	831	**1662**

	AM			PM		
Split %	53.9%	46.1%	**17.6%**	49.2%	50.8%	**82.4%**
Peak Hour	11:45	11:30	**11:45**	12:00	13:30	**12:15**
Volume	94	73	**167**	96	86	**177**
P.H.F.	0.87	0.91	**0.93**	0.89	0.86	**0.93**

Average Daily Traffic Volumes

Prepared by: Field Data Services of Arizona, Inc.

Saturday, February 06, 2016 CITY: Fairfield PROJECT: sc0824

Prepaired by AimTD LLC tel. 714.253.7888

AM Period	in		out			PM Period	in		out		
00:00	0		0			12:00	34		22		
00:15	0		0			12:15	24		30		
00:30	0		0			12:30	22		28		
00:45	0	0	0	0		12:45	25	105	23	103	208
01:00	0		0			13:00	24		20		
01:15	0		0			13:15	20		13		
01:30	0		0			13:30	18		20		
01:45	0	0	0	0		13:45	27	89	21	74	163
02:00	0		0			14:00	12		28		
02:15	0		0			14:15	23		20		
02:30	0		0			14:30	19		18		
02:45	0	0	0	0		14:45	17	71	18	84	155
03:00	0		0			15:00	18		13		
03:15	0		0			15:15	18		27		
03:30	0		0			15:30	18		18		
03:45	0	0	0	0		15:45	25	79	24	82	161
04:00	0		0			16:00	16		21		
04:15	0		0			16:15	26		15		
04:30	0		0			16:30	30		18		
04:45	0	0	0	0		16:45	26	98	26	80	178
05:00	0		0			17:00	28		32		
05:15	0		0			17:15	25		22		
05:30	0		0			17:30	27		20		
05:45	0	0	0	0		17:45	32	112	17	91	203
06:00	0		0			18:00	22		15		
06:15	0		0			18:15	25		22		
06:30	0		0			18:30	30		24		
06:45	0	0	0	0		18:45	21	98	20	81	179
07:00	0		0			19:00	20		22		
07:15	0		0			19:15	9		12		
07:30	0		0			19:30	19		18		
07:45	0	0	0	0		19:45	21	69	23	75	144
08:00	0		0			20:00	19		18		
08:15	1		0			20:15	14		20		
08:30	3		2			20:30	9		14		
08:45	3	7	1	3	10	20:45	5	47	18	70	117
09:00	5		0			21:00	14		14		
09:15	2		2			21:15	14		11		
09:30	5		2			21:30	20		20		
09:45	5	17	4	8	25	21:45	11	59	16	61	120
10:00	6		4			22:00	11		10		
10:15	7		5			22:15	9		14		
10:30	8		8			22:30	9		12		
10:45	15	36	13	30	66	22:45	33	62	15	51	113
11:00	17		13			23:00	6		13		
11:15	13		14			23:15	5		19		
11:30	19		18			23:30	4		19		
11:45	23	72	23	68	140	23:45	4	19	29	80	99
Total Vol.		132		109	**241**			908		932	**1840**

	Daily Totals		
	in	out	Combined
	1040	1041	**2081**

	AM			PM		
Split %	54.8%	45.2%	**11.6%**	49.3%	50.7%	**88.4%**
Peak Hour	11:45	11:45	**11:45**	17:00	12:00	**12:00**
Volume	103	103	**206**	112	103	**208**
P.H.F.	0.76	0.86	**0.92**	0.96	0.86	**0.92**

Mountain View & Union City
(1159 N Rengstorff Ave, Mountain View, CA 94043,
(53 W El Camino Real, Mountain View, CA 94040,
(32060 Union Landing Blvd, Union City, CA 94587)

Prepared by National Data & Surveying Services

In-N-Out Parking & Queues

Locations: 17-7657
City: Mountain View & Union City,CA

Day: Thursday
Date: 9/14/2017

Parking Study

Time	1. 1159 N Rengstorff,Mountain View			2. 53 El Camino Real, Mountain View				3. 32060 Union Landing, Union City			Grand Total
	Reg	HC	Sub Total	Reg	HC	Reserved	Sub Total	Reg	HC	Sub Total	
Spaces	**63**	**4**	**67**	**44**	**4**	**4**	**52**	**40**	**2**	**42**	**161**
4:00 PM	21	1	22	26	1	2	29	34	0	34	**85**
4:30 PM	23	2	25	22	1	3	26	32	2	34	**85**
5:00 PM	22	2	24	26	0	1	27	23	1	24	**75**
5:30 PM	24	1	25	28	0	1	29	29	0	29	**83**
6:00 PM	28	1	29	36	0	2	38	25	1	26	**93**

Queue Study

Time	1. 1159 N Rengstorff,Mountain View Drive-Thru Max Queue	2. 53 El Camino Real, Mountain View Drive-Thru Max Queue	3. 32060 Union Landing, Union City Drive-Thru Max Queue
4:00 PM	7	6	17
4:15 PM	4	3	17
4:30 PM	8	9	13
4:45 PM	9	11	2
5:00 PM	7	7	14
5:15 PM	10	11	12
5:30 PM	13	17	12
5:45 PM	12	16	12
6:00 PM	6	17	6

NOTES:

2. 53 El Camino Real,Mountain View

- At 5:30pm an In-N-Out employee came out to the drive-thru to manually take orders - didn't appear to have an impact on the queue wait time or shrinking the line at drive-thru.
- The drive-thru can hold 12-13 cars in queue before extending to the street.

Driveway In & Outs

	Site	1		2		3	
	Time	IN	OUT	IN	OUT	IN	OUT
15 Minute Intervals Peak	4:00 PM	13	15	21	28	27	25
	4:15 PM	19	12	19	20	25	32
	4:30 PM	19	24	23	15	11	22
	4:45 PM	19	19	22	23	23	23
	5:00 PM	14	13	26	19	29	28
	5:15 PM	24	15	28	22	27	21
	5:30 PM	24	21	27	24	23	24
	5:45 PM	23	24	32	24	27	24
	Sum	155	143	198	175	192	199
1 Hour Intervals	10:30 AM	68	35	78	60	77	68
	11:30 AM	154	123	178	157	136	108
	12:30 PM	131	159	164	170	154	150
	1:30 PM	116	119	113	114	131	132
	2:30 PM	67	77	99	112	82	102
	3:30 PM	65	67	75	83	118	100
	4:30 PM	76	71	99	79	90	94
	5:30 PM	109	96	117	114	116	105
	6:30 PM	110	113	141	138	137	133
	7:30 PM	107	100	108	111	131	130
	8:30 PM	76	90	113	125	133	136
	9:30 PM	83	81	102	100	110	123
	10:30 PM	52	67	59	66	90	102
	11:30 PM	35	50	29	35	61	67
	12:30 AM	17	21	11	12	11	26
	Sum	1266	1269	1486	1476	1577	1576

Rancho Santa Margarita
(30121 Santa Margarita Pkwy, Rancho Santa Margarita, CA 92688)

Rancho Santa Margarita
Weekday Peak Hour Trip Generation Calculations

Weekday MD				
Time	In	Out	Total	Hourly Total
11:00 AM	24	15	39	215
11:15 AM	24	22	46	239
11:30 AM	32	30	62	248
11:45 AM	37	31	68	252
12:00 PM	37	26	63	260
12:15 PM	30	25	55	261
12:30 PM	28	38	66	267
12:45 PM	44	32	76	244
1:00 PM	32	32	64	220
1:15 PM	27	34	61	-
1:30 PM	16	27	43	-
1:45 PM	24	28	52	-
PEAK HOUR	**131**	**136**	**267**	**12:30 PM**

Weekday PM				
Time	In	Out	Total	Hourly Total
4:00 PM	37	20	57	213
4:15 PM	26	18	44	231
4:30 PM	37	16	53	240
4:45 PM	27	32	59	260
5:00 PM	35	40	75	270
5:15 PM	32	21	53	-
5:30 PM	34	39	73	-
5:45 PM	36	33	69	-
PEAK HOUR	**137**	**133**	**270**	**5:00 PM**

DAILY TOTAL	**2,864**

Thursday, May 09, 2019 CITY: Rancho Santa Margarita PROJECT: SC

ADT1 Driveway 1 north of Santa Margarita. **Prepared by AimTD LLC tel. 714 253 7888**

AM Period	IN		OUT		EB		WB			PM Period	IN		OUT		EB		WB		
0:00	1		2		0		0			12:00	21		24		0		0		
0:15	2		4		0		0			12:15	15		18		0		0		
0:30	4		6		0		0			12:30	20		33		0		0		
0:45	1	8	4	16	0	0	0	0	24	12:45	24	80	22	97	0	0	0	0	177
1:00	0		1		0		0			13:00	20		25		0		0		
1:15	0		0		0		0			13:15	20		29		0		0		
1:30	0		1		0		0			13:30	7		21		0		0		
1:45	0	0	2	4	0	0	0	0	4	13:45	17	64	26	101	0	0	0	0	165
2:00	0		0		0		0			14:00	15		15		0		0		
2:15	0		0		0		0			14:15	11		20		0		0		
2:30	0		0		0		0			14:30	17		21		0		0		
2:45	0	0	0	0	0	0	0	0		14:45	12	55	20	76	0	0	0	0	131
3:00	0		0		0		0			15:00	10		18		0		0		
3:15	0		0		0		0			15:15	14		16		0		0		
3:30	0		0		0		0			15:30	13		30		0		0		
3:45	0	0	0	0	0	0	0	0		15:45	11	48	23	87	0	0	0	0	135
4:00	0		0		0		0			16:00	24		16		0		0		
4:15	0		0		0		0			16:15	18		14		0		0		
4:30	0		0		0		0			16:30	21		11		0		0		
4:45	3	3	0	0	0	0	0	0	3	16:45	14	77	28	69	0	0	0	0	146
5:00	0		0		0		0			17:00	15		33		0		0		
5:15	0		0		0		0			17:15	25		15		0		0		
5:30	0		0		0		0			17:30	23		34		0		0		
5:45	0	0	0	0	0	0	0	0		17:45	23	86	32	114	0	0	0	0	200
6:00	0		0		0		0			18:00	25		29		0		0		
6:15	1		0		0		0			18:15	33		31		0		0		
6:30	0		0		0		0			18:30	19		26		0		0		
6:45	1	2	2	2	0	0	0	0	4	18:45	21	98	30	116	0	0	0	0	214
7:00	0		0		0		0			19:00	23		24		0		0		
7:15	0		0		0		0			19:15	19		28		0		0		
7:30	2		2		0		0			19:30	21		25		0		0		
7:45	0	2	1	3	0	0	0	0	5	19:45	15	78	14	91	0	0	0	0	169
8:00	0		0		0		0			20:00	18		25		0		0		
8:15	0		0		0		0			20:15	12		23		0		0		
8:30	2		0		0		0			20:30	9		18		0		0		
8:45	1	3	0	0	0	0	0	0	3	20:45	9	48	34	100	0	0	0	0	148
9:00	0		0		0		0			21:00	15		21		0		0		
9:15	1		0		0		0			21:15	12		14		0		0		
9:30	0		0		0		0			21:30	11		23		0		0		
9:45	2	3	0	0	0	0	0	0	3	21:45	8	46	18	76	0	0	0	0	122
10:00	5		1		0		0			22:00	4		14		0		0		
10:15	3		9		0		0			22:15	9		14		0		0		
10:30	9		4		0		0			22:30	10		11		0		0		
10:45	12	29	7	21	0	0	0	0	50	22:45	6	29	15	54	0	0	0	0	83
11:00	18		12		0		0			23:00	4		12		0		0		
11:15	12		20		0		0			23:15	4		11		0		0		
11:30	24		27		0		0			23:30	1		6		0		0		
11:45	23	77	25	84	0	0	0	0	161	23:45	5	14	10	39	0	0	0	0	53
Total Vol.	127		130						**257**		723		1020						**1743**

Daily Totals	NB	SB	EB	WB	Combined
	850	1150			**2000**

	AM			PM		
Split %	49.4%	50.6%	**12.9%**	41.5%	58.5%	**87.2%**
Peak Hour	11:30	11:45	**11:45**	17:30	17:30	**17:30**
Volume	83	100	**179**	104	126	**230**
P.H.F.	0.86	0.76	**0.84**	0.96	0.93	**0.90**

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Thursday, May 09, 2019 CITY: Rancho Santa Margarita PROJECT: SC

ADT2 Driveway 2 north of Santa Margarita. **Prepared by AimTD LLC tel. 714 253 7888**

AM Period	IN		OUT		EB		WB			PM Period	IN		OUT		EB		WB		
0:00	7		4		0		0			12:00	16		2		0		0		
0:15	5		2		0		0			12:15	15		7		0		0		
0:30	1		2		0		0			12:30	8		5		0		0		
0:45	1	14	4	12	0	0	0	0	26	12:45	20	59	10	24	0	0	0	0	83
1:00	0		0		0		0			13:00	12		7		0		0		
1:15	0		1		0		0			13:15	7		5		0		0		
1:30	0		0		0		0			13:30	9		6		0		0		
1:45	0	0	0	1	0	0	0	0	1	13:45	7	35	2	20	0	0	0	0	55
2:00	0		0		0		0			14:00	8		8		0		0		
2:15	0		0		0		0			14:15	12		4		0		0		
2:30	0		0		0		0			14:30	9		9		0		0		
2:45	0	0	0	0	0	0	0	0		14:45	7	36	6	27	0	0	0	0	63
3:00	0		0		0		0			15:00	23		4		0		0		
3:15	0		0		0		0			15:15	18		7		0		0		
3:30	0		0		0		0			15:30	12		7		0		0		
3:45	0	0	0	0	0	0	0	0		15:45	4	57	5	23	0	0	0	0	80
4:00	0		0		0		0			16:00	13		4		0		0		
4:15	0		0		0		0			16:15	8		4		0		0		
4:30	0		0		0		0			16:30	16		5		0		0		
4:45	0	0	0	0	0	0	0	0		16:45	13	50	4	17	0	0	0	0	67
5:00	0		0		0		0			17:00	20		7		0		0		
5:15	0		0		0		0			17:15	7		6		0		0		
5:30	0		0		0		0			17:30	11		5		0		0		
5:45	0	0	0	0	0	0	0	0		17:45	13	51	1	19	0	0	0	0	70
6:00	0		0		0		0			18:00	12		9		0		0		
6:15	0		0		0		0			18:15	15		3		0		0		
6:30	0		1		0		0			18:30	5		4		0		0		
6:45	0	0	0	1	0	0	0	0	1	18:45	15	47	5	21	0	0	0	0	68
7:00	0		0		0		0			19:00	14		7		0		0		
7:15	0		0		0		0			19:15	7		1		0		0		
7:30	0		0		0		0			19:30	6		3		0		0		
7:45	1	1	0	0	0	0	0	0	1	19:45	7	34	9	20	0	0	0	0	54
8:00	0		0		0		0			20:00	17		5		0		0		
8:15	0		0		0		0			20:15	11		3		0		0		
8:30	0		0		0		0			20:30	7		7		0		0		
8:45	0	0	0	0	0	0	0	0		20:45	13	48	4	19	0	0	0	0	67
9:00	0		0		0		0			21:00	36		6		0		0		
9:15	0		0		0		0			21:15	10		5		0		0		
9:30	0		0		0		0			21:30	4		4		0		0		
9:45	1	1	0	0	0	0	0	0	1	21:45	11	61	11	26	0	0	0	0	87
10:00	4		1		0		0			22:00	3		4		0		0		
10:15	3		1		0		0			22:15	6		9		0		0		
10:30	2		2		0		0			22:30	4		3		0		0		
10:45	6	15	3	7	0	0	0	0	22	22:45	4	17	0	16	0	0	0	0	33
11:00	6		3		0		0			23:00	10		5		0		0		
11:15	12		2		0		0			23:15	5		5		0		0		
11:30	8		3		0		0			23:30	1		1		0		0		
11:45	14	40	6	14	0	0	0	0	54	23:45	1	17	3	14	0	0	0	0	31
Total Vol.	71		35						**106**		512		246						**758**

Daily Totals	NB	SB	EB	WB	Combined
	583	281			**864**

	AM			PM		
Split %	67.0%	33.0%	**12.3%**	67.5%	32.5%	**87.7%**
Peak Hour	11:30	11:45	**11:45**	20:15	12:15	**20:30**
Volume	53	20	**73**	67	29	**88**
P.H.F.	0.83	0.71	**0.83**	0.85	0.73	**0.52**

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APPENDIX C

ITE PASS-BY RATE DATA

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 11th Edition

Land Use Code	931
Land Use	Fine Dining
Setting	General Urban/Suburban
Time Period	Weekday PM Peak Period
# Data Sites	4
Average Pass-By Rate	44%

Pass-By Characteristics for Individual Sites

GFA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
6.5	Florida	1995	173	62	—	—	38	—	30
8	Florida	1992	168	45	—	—	55	—	30
8.8	Florida	1992	84	44	40	16	56	—	30
12	Kentucky	1993	38	26	36	38	74	4145	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			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
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

APPENDIX D

SGVCOG VMT SCREENING TOOL REPORT

SGVCOG VMT Evaluation Tool Report

Project Details

Timestamp of Analysis: January 31, 2022, 06:15:09 PM

Project Name: In-N-Out at 560 West Huntington Drive

Project Description: Drive Through Restaurant

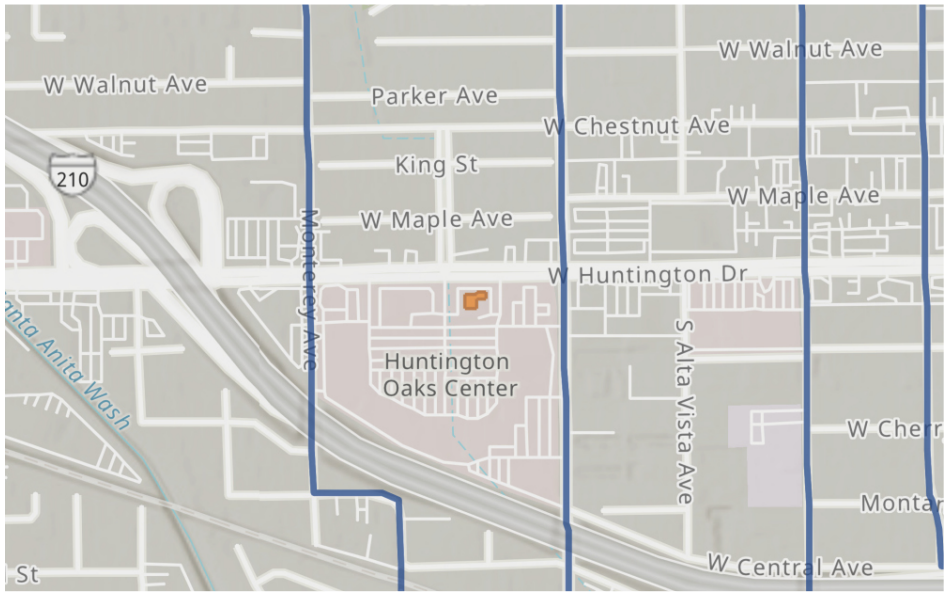
Project Location

Jurisdiction: Monrovia

APN	TAZ
8508-015-077	22240200

Inside a TPA?

No (Fail)



Analysis Details

Data Version: SCAG Regional Travel Demand Model
2016 RTP Base Year 2012

Analysis Methodology: TAZ

Baseline Year: 2022

Project Land Use

Residential:

Single Family DU:

Multifamily DU:

Total DUs: 0

Non-Residential:

Office KSF:

Local Serving Retail KSF:

Industrial KSF:

Residential Affordability (percent of all units):

Extremely Low Income: 0 %

Very Low Income: 0 %

Low Income: 0 %

Parking:

Motor Vehicle Parking:

Bicycle Parking:

Commercial Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Commercial
VMT Without Project 1:	Total VMT per Service Population
VMT Baseline Description 1:	Subarea Average
VMT Baseline Value 1:	35.28
VMT Threshold Description 1:	-15%
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	35.19	null	null
Low VMT Screening Analysis	No (Fail)	null	null