

5300 Coconut Creek Parkway
Special Exception Justification Statement

Jai Shree Ram Donut LLC (“Applicant”), with authorization from the property owner, hereby submits this application for special exception approval to operate a Dunkin’ Donuts drive-thru coffee shop (“Project”) in the City of Margate. Applicant respectfully requests approval, as this application not only complies with all applicable code requirements but also supports underlying principles of the City’s Comprehensive Plan such as reuse of vacant structures, business development, and expansion of service and product offerings for the citizens of Margate.

Applicant has leased the +/- 0.4 acre parcel generally located on the south side of Coconut Creek Parkway between North State Road 7 and Lakeside Road (Folio No. 484231150016) (“Property”) in the City of Margate (“City”). The Property has a future land use designation of Activity Center and is zoned G (Gateway). The Property is currently developed with a small building that previously operated as a drive-thru bank. The building is currently unoccupied and has been vacant for some time, but it is important to note the City previously approved a drive-thru use at this location via special exception approval. The Project is located in the City’s Community Redevelopment Area (CRA), where redevelopment and reinvestment is actively encouraged.

Applicant proposes to develop a Dunkin’ Donuts restaurant within the footprint of a former bank building that has been vacated for some time. This will be a modern, quick-service food establishment. The concept is centered around convenience, speed, and consistency and offers coffee, beverages, and food items that cater to morning commuters, daytime workers, and nearby residents alike.

Applicant is proposing small changes to the Property, generally consisting of the following modifications:

- Conversion of the existing drive-through bank to a drive-through Dunkin’
- Addition of an 84 square foot outdoor cooler on the south side of the existing building
- Installation of a dumpster enclosure at the southeast corner of the lot

- Installation of a menu board and drive-through speaker at the southwest corner of the lot
- Modify the existing sidewalk and pavement markings for pedestrian accessibility
- The existing drive-through lanes canopy will remain. There will be a bypass lane and a designated mobile pickup

The building will reflect Dunkin's prototype, with a clean, contemporary design and a layout that prioritizes operational efficiency and customer flow. The proposed use aligns with surrounding commercial activity and will activate the site by providing a nationally recognized, high-demand amenity. In addition to creating jobs, the Dunkin' Donuts will contribute to the local economy and expand food service options within the area, particularly during early morning and daytime hours when demand for coffee and quick meals is highest.

The adaptive reuse approach for this project offers a practical and efficient solution for bringing new life to an underutilized commercial site. Importantly, the existing bank structure is already equipped with a drive-thru, which makes the site particularly well-suited for a Dunkin' Donuts. Rather than significantly altering the site, the proposed use takes advantage of the existing drive-thru infrastructure thereby minimizing construction impacts, maintaining compatible traffic flow patterns, and preserving the overall character of the site.

This reuse strategy supports sustainable development practices by avoiding unnecessary demolition and by repurposing a building that is functionally and physically compatible with the proposed use. The drive-thru component is especially critical for this use, as a substantial portion of Dunkin's customer base consists of commuters and customers seeking grab-and-go convenience.

This Project transforms a vacant, inactive commercial parcel into a vibrant, job-creating, and economically productive business, while maintaining compatibility with surrounding uses and the site's existing layout. It meets the practical needs of the area while promoting reinvestment and revitalization in the Coconut Creek Parkway corridor.

Per Section 40.553(A) of the City's Code of Ordinances ("Code"), restaurants are a permitted use in the G zoning district. Additionally, drive-thru facilities are authorized upon a finding by the City Commission that a special exception is warranted. In order to grant special exception approval, the City Commission must find that the criteria enumerated in Section 40-306(D) of the City's Code have been met. Applicant will demonstrate that the

special exception request to allow a drive through facility in the G zoning district meets the following criteria:

1. The special exception shall be consistent with the purposes, goals, objectives and policies of the Margate Comprehensive Plan and the Margate Code of Ordinances.

The proposed drive-thru coffee shop is consistent with the purposes, goals, objectives, and policies of the Margate Comprehensive Plan and the Margate Code of Ordinances. Comprehensive Plan Goal 1 states, “Ensure that the Character and Location of Land Uses Maximize the Potential for Economic Benefit and the Enjoyment of Natural and Man-Made Resources by Citizens while Minimizing the Threat to Health, Safety, and Welfare posed by Hazards, Nuisances, Incompatible Land Uses, and Environmental Degradation.”

The proposal calls for the reuse of a previously approved drive-thru facility within an established shopping center. Thus, the Project creates new jobs, creates new business for the City, incrementally improves the quality of life for residents, and eliminates a shuttered structure, all while avoiding environmental degradation, development of new strip centers, and creation of new traffic. As shown on the plans submitted with this Petition, the special exception complies with the Margate Code of Ordinances.

Furthermore, the proposed use is consistent with Objectives 2.1 and 3.1. Objective 2.1 states “Future development and redevelopment activities shall be directed to appropriate locations as designed on the Future Land Use Map, consistent with sound planning principals, natural limitations, and the goals, objectives, and policies contained within this plan, consistent with the requirements of S.163.3202(1) Florida Statutes.”

Objective 3.1 states “Land development regulations shall ensure that future land uses will only be permitted provided that the accommodation is demonstrated for soils, topography and natural resources and the availability of facilities concurrently with the impact of new development or redevelopment.”

The application is consistent with Objective 4 as the proposed location is ideal for a drive-thru coffee shop and reuses an existing, vacant structure. The application is consistent with Objective 5 in that no substantial additional impact on existing

facilities greater than previously created by the drive thru bank is anticipated by the new project.

2. The establishment, maintenance or operation of the proposed use shall not be detrimental to or endanger the public health, safety, or general welfare.

The establishment, maintenance or operation of the drive through facility will not be detrimental to or endanger the public health, safety or general welfare. A drive through facility was previously active on the property as an accessory to a bank. As currently constructed, the configuration of the parking lot and driveways support the safe and efficient operation of a drive-thru facility. The drive-thru portion of the property features clear entrance and exit points in optimal locations for easy ingress/egress for customers. Additionally, please refer to attached letter from Mayank Patel outlining the positive impact a Dunkin' in this location would have on the local community.

3. The establishment, maintenance or operation of the proposed use shall only be approved if in the best interest of the city. It shall be determined that a genuine need for the use is present in the city to support and justify the approval order to avoid creating an excessive proliferation of said special exception use.

The maintenance and operation of the proposed use is in the City's best interest because the site features that are necessary to operate a drive-thru facility already exist on the Property. Due to the existing drive thru features, little additional construction will be necessary to activate the Property. Conversely, a proposed use without a drive-thru component may require extensive remodeling of the building's exterior which may impact the operation and access to the surrounding uses. Moreover, allowing the existing structure to remain vacant is deleterious to the City's interests. It is in the City's best interest to approve the special exception for the drive-thru use in order to embrace the existing site features on the Property and minimize impacts to the surrounding uses.

The City has the opportunity to provide the local community with a new coffee experience in this area, This new location is not a duplication of service, but rather a strategic response to localized demand and customer behavior. Quick-service establishments like Dunkin' depend heavily on convenience, visibility, and access along commuter and neighborhood travel routes.

Importantly, Dunkin' enjoys a highly loyal customer base. Many patrons develop strong brand preferences when it comes to their daily coffee and breakfast routines. Customers often seek out their preferred brand even when alternatives are available, and they tend to return frequently, even multiple times a day. For that reason, proximity alone does not indicate redundancy; rather, it reflects the brand's popularity. This location presents an opportunity to meet that demand of the local area, while reactivating a long-vacant commercial site, and further supported in the attached letter from Mayank Patel outlining the positive impact a Dunkin' in this location would have on the local community.

4. The proposed use shall be compatible with the existing natural environment and community character of the properties within the immediate neighborhood.

The proposed drive-thru use is compatible with the existing natural environment and community character of the properties within the immediate neighborhood because a drive-thru facility was previously approved, constructed, and active on the Property. Additionally, the overall shopping center is surrounded by residential communities and can enhance community character by serving as a point of interest, specifically for commuting residents looking for an efficient means to purchase a beverage. A Dunkin' Donuts in this location will revitalize the shopping plaza and draw new consumers to the surrounding commercial area.

5. Utilities, roadway capacity, drainage, and other necessary public facilities, including police, fire and emergency services, shall exist at the city's adopted levels of service, or will be available concurrent with demand as provided for in the requirements of this Code of Ordinances.

The proposed use change from a "Financial Institution" to a "Drive-Through Coffee Shop" has a marginal increase in regards to potable water and sanitary sewer demand; however, the increase is not significant enough to adversely affect the existing system. As the building and site layout are not substantially changing with this proposed project, existing drainage conditions, and police, fire and emergency services demand will be consistent if not less due to the nature of the proposed use in comparison to a bank. The size of the structure alone indicates it will not be able to substantially increase demands on adopted levels of service. The change of the use of this existing structure from a drive-thru bank to a drive-thru coffee shop in which minimal food preparation will take place will not significantly increase demand on public facilities.

6. Adequate measures exist or shall be taken to provide ingress and egress to the proposed use, for both vehicles and pedestrians, in a manner that minimizes traffic congestion on public streets, and the use may not result in a significantly greater amount of traffic on local streets than would result from a development permitted by right.

Adequate measures exist to provide ingress and egress to the proposed use for both vehicles and pedestrians, in a manner that minimizes traffic congestion. As previously mentioned, the Property is already designed to support a drive-thru use. The existing drive-thru lanes and traffic patterns will be maintained and, in some respects, reduced as one of the drive-thru lanes will be closed.

Additionally, Dunkin' Donuts offers a streamlined ordering process that quickly and efficiently moves cars through the drive-thru lanes that serves customers quickly and keeps traffic moving. The use will operate during normal business hours, with peak times in the morning, which is compatible with the surrounding uses which may experience peak times later in the day. Accordingly, the use will not produce a significantly greater amount of traffic.

A traffic statement has been provided that shows an estimated 179 daily vehicle trips; however, it is important to note that the proposed land use (i.e. a drive-thru coffee shop with no indoor seating) generates very few primary trips. Traffic associated with coffee shops is not 100% newly generated. Rather, a portion of the traffic is diverted from the existing traffic stream on the adjacent roadway network. ITE reports a pass by percentage of 90% during the weekday morning peak hour and 98% during the weekday evening peak hour. Further, the traffic statement indicates the coffee shop will result in a reduction of 321 daily trips compared to the drive-thru bank.

7. There shall be adequate parking areas and off street truck loading spaces (if applicable) consistent with the parking requirements of the Code, and the layout of the parking and vehicular use areas shall be convenient and conducive to safe operation consistent with city standards to the greatest extent possible.

The plans call for use of the existing parking and loading areas which were previously approved by the City. Delivery of donuts is typically scheduled at 3:00 a.m. daily and other supplies once per week. There are four standard parking spaces and one ADA parking space. The parking analysis included in the traffic statement indicates there

will be no indoor or outdoor dining / consumption or seating and therefore no parking demand from patrons. Instead, the parking demands for this proposed use are expected to be generated only by the employees. The store will typically be staffed with less than (5) employees and shifts will not change over completely at one time. Not all employees will require parking as many are expected to walk, bike or take transit to work. Based upon these operational characteristics, the provision of four (4) standard parking spaces and one (1) accessible parking space will be more than adequate to meet the typical parking demands of this store and the provision of a rideshare space and pedestrian pick-up/drop-off area are appropriate. The site is party to a cross-parking agreement with the shopping center in the event additional parking is required.

8. The establishment of the special exception shall not impede the development of surrounding properties for uses permitted in the zoning district nor have a negative impact on the value of those properties.

Included with this submittal is a letter from Mayank Patel, Dunkin'; Franchisee. They have over 35 years of experience operating restaurants throughout South Florida. The letter provides information regarding the positive impacts the proposed Dunkin' Donuts with a drive-thru use will have on the community. The letter outlines the meaningful ways the proposed use will impact local job creation, economic investment, convenient services, community commitment, and an enhanced commercial product.

9. The design of the proposed use shall minimize adverse effects, including visual impacts, of the proposed use on adjacent property through the use of building orientation, setbacks, buffers, landscaping and other design criteria.

The proposed Dunkin' Donuts will receive donut deliveries once per day at approximately 3 a.m. and other supplies approximately once per week. The coffee shop will have entirely drive-thru operations. Employees will prepare drinks and food items inside the structure and hand them to customers through the drive-thru window. Thus, the operations of the business will not visually impact adjacent properties. With regard the disposal of solid waste, trash is taken to the dumpster one or two times per day, always at closing and occasionally during normal business hours.

10. The city commission finds that the granting of the application will be in the best interest of the city.

Granting this application is in the best interest of the City as it allows for the introduction of a new business and service to the City and the reuse of an existing building. The attached letter from Mayank Patel further outlines the positive impact a Dunkin' in this location would have on the local community. Applicant respectfully requests approval of this special exception.

Sincerely,

GREENSPOON MARDER LLP



By: Matthew H. Scott, Partner



July 22, 2025

City of Margate

Planning & Zoning Division
5790 Margate Blvd
Margate, FL 33063

Dear Planning and Zoning Division Members,

As a proud Dunkin' franchisee with over 35 years of experience operating restaurants throughout South Florida, I am writing to express my strong support—and commitment—to developing a new Dunkin' drive-thru location at 5300 Coconut Creek Parkway in the City of Margate.

Throughout my decades in this business, I have seen firsthand how a well-managed Dunkin' can positively impact a local community—economically, socially, and culturally. I believe this proposed location will bring meaningful value to Margate in the following ways:

1. Proven Local Job Creation

Each Dunkin' restaurant typically employs 10–20 team members, including shift leaders, crew members, bakers, and managers. We prioritize hiring locally, offering flexible hours, career growth, and training programs that help develop life and leadership skills for young adults and experienced workers alike.

2. Long-Term Economic Investment

This location represents a significant private investment into the city's commercial infrastructure. Beyond just the initial construction and fit-out phase—often utilizing local contractors and vendors—the business will generate ongoing tax revenue that can support essential city services and infrastructure improvements. Moreover, the vibrant Dunkin' colors will bring life to the Crossroads Shopping Center, elevating the area by repurposing a currently vacant building.

3. Convenience for Residents and Commuters

Drive-thru service is in high demand, especially in fast-paced communities like Margate. This format allows us to serve customers quickly and efficiently, reducing wait times and improving the daily routines of residents, families, and local workers.

4. Community Commitment

Over the years, my team and I have proudly partnered with local schools, first responders, and nonprofits to give back through sponsorships, product donations, and fundraising. We're not just here to do business—we aim to be active, positive members of the community.

5. Enhancement of the Commercial Landscape

A new Dunkin' location brings fresh energy and foot traffic to underutilized or underdeveloped retail areas. Our stores are professionally designed, well-maintained, and committed to cleanliness, safety, and aesthetics—contributing to the overall appeal and vibrancy of the surrounding neighborhood.

In closing, I believe this new Dunkin' restaurant would not only meet an existing demand in the Margate community but also serve as a catalyst for growth, convenience, and connection. I respectfully ask for your support and consideration in helping bring this vision to life.

Thank you for your time and dedication to the City of Margate. I am happy to answer any questions or provide additional information upon request.

Warm regards,

Mayank Patel

Mayank "Mike" Patel

Dunkin' Franchisee

Dunkin' Donuts – 5300 Coconut Creek Parkway **Concurrency Compliance Response**

Per Section 40.342 of the City Code, Petitioner must demonstrate compliance with concurrency standards for any site plan application. The concurrency standards are stated below in Bold text, with the responses provided in Italics.

- 1. Project description: Applicant, location, land use and zoning, density or intensity, project phasing and other pertinent information as determined by the applicant needed to properly review the application.**

Applicant/Owner

Name of Applicant/Entity: Jai Shree Ram Donut LLC (Applicant)
Address: 601 N. Congress Avenue, Suite 433, Delray Beach, FL 33445
Name of Property Owner: SA1 Partners Delaware LLC
Address: 27 Blake Way, Osprey, FL 34229

Location

The property is a +/- 0.4 acre parcel generally located on the south side of Coconut Creek Parkway between North State Road 7 and Lakeside Road (Folio No. 484231150016) ("Property") in the City of Margate.

Project Description

The Property is currently developed with a small building that previously operated as a drive-thru bank. The building is currently unoccupied and has been vacant for some time. The Applicant proposes to develop a Dunkin' Donuts restaurant within the footprint of the former bank building. Applicant is proposing small changes to the Property and is processing Site Plan and Special Exception applications with the City. Special Exceptions are required for drive-thru facilities.

Land Use & Zoning

The City and Broward County Future Land Use Plan designation for the Property is Activity Center and the zoning designation is G (Gateway).

Density

None. The project site is approximately 0.4 acres and 0 units are proposed.

The Property is located within the Margate Activity Center. The permitted uses for this activity center include the following:

- Commercial Land Uses: 4,454,894 square feet
- Industrial Land Uses: 1,830,884 square feet
- Office Land Uses: 1,371,159 square feet
- Residential Land Uses: 3,565 dwelling units
- Hotel: 555 rooms
- Recreation and Open Space: 35 acres (minimum)

Project Phasing

There is no phasing proposed with this development.

- 2. Transportation system: An analysis performed by Broward County or prepared in accordance with the Broward County TRIPS model, as amended from time to time.**

Please refer to the traffic impact study for more details.

- 3. Drainage, solid waste, water and wastewater: Documentation from the appropriate service provider regarding provision of services.**

Drainage, Water & Wastewater

The City of Margate Engineering Department will not provide documentation until the application has reached the DRC review stage. A request for the letter will be sent to the Engineering Department at that time.

Solid Waste

An e-mail correspondence from Bob Hely with Waste Innovations confirming the landfill capacity to service the project has been provided with this submittal.

Community Parks Level of Service

Per the City's Comprehensive Plan, the adopted level of service for parks/open space is 3 acres per 1,000 population. Since the Project does not propose to add or remove residential units, there is no impact on the community parks level of service.

EXHIBIT #10-B

DOCUMENT TITLE:	GENERAL CONTRACTOR'S BID FORM : LAW
DOCUMENT DATE:	
LOCATION OF DOCUMENT IN CP MANUAL:	Section #10 - General Contractor's Bidding/Selection
LOCATION OF DOCUMENT FOR USE:	Construction Services Web Page/On-line ADQSR Extranet
ACCOUNTABILITY OF THIS FORM:	FD = N/A = New/Remodel

BID PROVIDED BY: VENTURA ARCHITCTURE DEVELOPMENT, INC. 954)423-1362

MICHAEL VENTURA PRESIDENT / GC LICENSE#CGC060048

DATE:	1/9/2026
P/C#:	
LOCATION:	5300 cocnut Blvd Margate FL
DMA:	Michael Patel
ADQSR BRAND STORE:	Dunkin
DISTRIBUTION TYPE:	Cool

The undersigned proposes to furnish all labor, material and equipment required for the construction of an Allied Domecq Quick Service Restaurants brand building, and all site work at the above subject location, in accordance with plans and specifications. The bid includes labor and material costs, as listed below:

SITE**DIVISION 2 - SITE WORK**

	Qty	Units	Unit Cost	Total
02050 DEMOLITION	yes			\$500.00
				\$0.00
02100 SITE PREPARATION				\$0.00
Ledge Removal				\$0.00
Tree Removal				\$0.00
2150 Exfiltration				\$0.00
02200 EARTHWORK				\$0.00
02444 CHAIN LINK FENCE				\$0.00
				\$0.00
02500 PAVING AND SURFACING				\$12,000.00

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EXHIBIT #10-B**GENERAL CONTRACTOR'S BID FORM - Page 1 of 4**

SITE	Qty	Units	Unit Cost	Total
02800 LANDSCAPING - Allowance		EA		\$10,000.00
		EA		\$0.00
DIVISION 3 - CONCRETE		EA		\$0.00
PAGE 1 OF 4				

EXHIBIT #10-B LOCATION:

5300 cocnut Blvd

03300 CAST IN PLACE CONCRETE		EA		\$0.00
		EA		\$0.00
DIVISION 15 - MECHANICAL		EA		\$0.00
		EA		\$0.00
15100 PLUMBING		EA		\$0.00
		EA		\$0.00
DIVISION 16 - ELECTRICAL		EA		\$0.00
		EA		\$0.00
16100 ELECTRICAL SERVICE		EA		\$0.00
		EA		\$0.00
OTHER SITE COSTS				
Site - General Conditions		EA		\$0.00
Site - All required permits		EA		\$0.00
SUB TOTAL - SITE:				\$22,500.00
BUILDING	Qty	Units	Unit Cost	Total
DIVISION 2 - SITE WORK				
02000 Site Preparation : EQUIPMENT RENTAL	yes	EA		\$0.00
02110 Site Preparation : TAMP & SPRAY	yes	EA		\$400.00
02400 DENSITY & SURVEYING		EA		
DIVISION 3 - CONCRETE				
03300 Footings (24") & Foundation (Dumpster)		CU		\$12,500.00
03300 Concrete Sidewalk				\$0.00
03300 Concrete Slab BACKFILL	yes	SF		\$1,500.00
33000 Concrete CUTTING	yes	SF		\$2,500.00
DIVISION 4 - MASONRY				
04220 Masonry Work - SHELL		SF		\$0.00
DIVISION 5 - METALS				
5100 METALS: MANUFACTURED BOLLARDS		EA		\$0.00
5120 Stanless Steel Sheets SBC 5X10				
5121 SS Door Jamb				
5122 SS Corners: 2X2 CORNER GUARDS	yes	1		\$125.00
5124 SS DRIVE THRU WINDOW FRAME				
5125 SS U CHANNELS	yes	3		\$450.00
DIVISION 6 - WOOD & PLASTICS				
6001 BOLLARD SLEEVES: PLASTIC				
6005 Laminates / Plastics		EA		\$0.00
06100 Carpentry - Rough		EA		\$0.00
06200 Carpentry - Finish	yes	EA		\$2,000.00
06300 Chair - Rail & Trim	yes	EA		\$600.00
DIVISION 7 - THERMAL & MOISTURE PROTECTION				
07210 Insulation		SF		\$0.00
07300 Roofing:		EA		\$0.00
07300 Roofing: METAL		EA		\$0.00
07400 Roof Frame		SF		\$0.00
07412 Roof Panels		SF		\$0.00
7500 Roof Flashing				\$0.00
07520 Aluminum Flashing/Coping		EA		\$0.00
7530 Roof Repairs		EA		\$2,500.00
7800 FIRE & SMOKE PROTECTION ALARMS		SF		\$0.00

GENERAL CONTRACTOR'S BID FORM - Page 3 of 4

EXHIBIT #10-B LOCATION:		5300 cocnut Blvd		
DIVISION 8 - DOORS & WINDOWS				
08110 Doors - Metal		EA		\$0.00
08115 Doors - GLASS / INTERIOR		EA		\$0.00
08120 Doors - Wood/trim				
08130 Aluminum Storefront		SF		\$0.00
08140 Drive-thru Window		EA		\$6,000.00
08150 Hardware	yes			\$400.00
08165 CANOPY / AWNING		SF		\$0.00
08166 Window Tinting		SF		\$0.00
DIVISION 9 - FINISHES				
09100 Signs		SF		
09210 STUCCO				\$5,000.00
09250 FRAMING / SHEATHING -EXTERIOR			ADD 10%	\$0.00
09250 Drywall: Frame Hang Finish - INTERIOR	yes	SF	ADD 10%	\$2,500.00
09300 TOTAL COST CERAMIC TILE: TO INCLUDE	yes		ADD 10%	\$1,000.00
BATH WALLS	yes	INCL		\$0.00
BATH / D.R.FLOORS				\$0.00
BEHIND LINE FLOORS	yes	INCL	REPAIRS	\$0.00
BEHIND LINE WALLS	yes	INCL		\$0.00
DINING ACCENT WALL	yes	INCL		\$0.00
09400 Skim Coat Walls	yes	INCL		\$0.00
09510 Acoustical Ceiling	yes	SF		\$1,800.00
09510 Acoustical Ceiling - BACK OF HOUSE				\$0.00
09660 Floor Covering (allowance)		SF		\$0.00
09700 Monolithe / COFFERS				\$0.00
09900 Painting - INTERIOR	yes	EA		\$200.00
09900 Painting - EXTERIOR		EA		\$6,800.00
09950 Fiberglass Wall Covering FRP		SF		\$0.00
09952 Vinyl Wall Covering ()		SF		\$0.00
09953 Clean Up	yes	SF		\$500.00
DIVISION 10 - SPECIALTIES				
10671 Shelving (if not ordered by equipment supplier)				\$0.00
10671 Cabinets / Vanities				\$0.00
10672 Dunkin Donuts Accessories: OFFSET LADDER PULL	yes	1		\$522.50
10673 Bathroom Accessories: TO INCLUDE	yes	INCL		\$500.00
10674 Grab Bars	yes	4		\$0.00
10675 Splash Guard	yes	2		\$0.00
10676 XL_BW Hand Dryers	yes	2		\$0.00
10677 Handicap Mirrors	yes	2		\$0.00
10679 SS Bathroom Shelf	yes	2		\$0.00
10680 Coat Hooks	yes	2		\$0.00
DIVISION 15 - MECHANICAL				
15050 Gas		EA		\$0.00
15100 Plumbing	yes	EA		\$12,000.00
15500 Plumbing Fixtures:	yes	INCL		\$0.00
15150 Fire Sprinklers				\$0.00
15200 HVAC -				
15250 Walk In Cooler/Freezer INSTALL ONLY		EA		\$5,800.00
15300 HOODS / FANS (1)	yes	EA	R&R	\$5,500.00
15301 - HVAC GRILLES : BLACK OR WHITE	yes	15		\$1,200.00
15350 Fire Extinguisher				
15400 Hot Water Heater				
15400 Booster Pump				
PAGE 3 OF 4		SUB TOTAL: PAGE 3:		\$72,298

GENERAL CONTRACTOR'S BID FORM - Page 4 of 4

EXHIBIT #10-B LOCATION:

5300 cocnut Blvd

SITE	QTY	UNITS	UNIT COST	TOTAL
DIVISION 16 - ELECTRICAL				
16100 Electrical	yes	EA		\$28,000.00
16101 Lighting Materials	yes	EA		\$500.00
16102 Low Voltage Electrical	yes			\$800.00
OTHER BUILDING COSTS				
1700 Building - General Conditions	yes	4	5030	\$20,000.00
1710 Building - Freight Charges				\$0.00
1720 Building - DUMPSTERS	yes	6		\$4,500.00
1721 Building - TOILETS (1 / PER MTH-2 CLEANINGS WEEKLY)	yes	1 mo		\$650.00
1722 Building - PODS (1 / PER MONTH)	yes	1mo		\$725.00
1730 Building: Labor / Spvrs	yes	EA		\$3,000.00
1750 Building -PERMIT ALLOWANCE		EA		\$0.00
1760 Building -		EA		\$0.00
		EA		\$0.00
SUB TOTAL - BUILDING (PAGE 4):				\$58,175.00
SUB TOTAL - SITE (PAGES 1&2)				\$22,500.00
SUB TOTAL - BUILDING (PAGES 3 & 4)				\$130,472.50
TOTAL CONTRACT CHARGES:				\$152,972.50
OVERHEAD & PROFIT BUILDING		0		\$15,297.25
TOTAL - BUILDING				\$168,269.75

*PRICE IS VALID FOR 30 DAYS (ONLY) - FROM BID DATE!

PRICING IS FOR SCOPE OF WORK ONLY, AS DETAILED HERE ABOVE. ANY ADDITIONAL WORK TO THIS SCOPE, IS CONSIDERED A CHANGE ORDER. THIS REQUIRES THE OWNERS APPROVAL & SIGNATURE, BEFORE MATERIALS ARE ORDERED OR THAT WORK IS DONE.

--DSSURYHG#FKDQJH#RUGHUV#DUH#LQYRLFHG#VHSHUDWHO\#IURP#WKL V#FRQWUDFW#) #GXH#XSRO#UHFHLSW\$

NOT INCLUDED / REIMBURSEABLE:	POSSIBLE ADDITIONS			
NOTE: PLEASE SEE BELOW FOR ALTERNATES THAT WILL BE AN ADDITIONAL CHARGE, IF DONE				
ALLOWANCE FIRE SPRINKLERS	\$2,500.00			\$0.00
SUB TOTAL = ADDITIONAL CHARGES TO CONTRACT:				\$0.00
				\$0.00
TOTAL AMOUNT DUE WITH ADDITIONAL CHARGES :				\$0.00

BID PROVIDED BY: VENTURA ARCHITCTURE DEVELOPMENT, INC. 954)423-1362
MICHAEL VENTURA PRESIDENT / GC LICENSE#CGC060048

I have read & reviewed all of the contract details provided & terms

(Signature is represented as Acceptance & Execution of a Contract) Please fill out below.

Company: _____

Tele. #: _____

Address: _____

Signature: _____

Title: _____

For Project:

5300 cocnut Blvd

PAGE 4 OF 4

***DISCLOSURE: DUE TO RECENT PRICE INCREASES: **30 DAY PRICE HOLD**

ALL PRICES HEREIN HAVE BEEN RESEARCHED FOR THE BEST VALUE PER COST & ARE AS CURRENT AS POSSIBLE. SHOULD ANY ADDITIONAL MATERIALS BE REQUIRED TO COMPLETE A SCOPE WITHIN THIS CONTRACT, THIS ADDITIONAL COST IS OUT OF OUR CONTROL AND WILL BE PASSED ON & ADJUSTED ON THE NEXT DRAW INVOICE. WE PRIDE OURSELVES IN ADHERING TO A BUDGET- WHILE MAINTAINING A HIGH QUALITY OF SERVICE TO OUR CLIENT

TRAFFIC & PARKING ASSESSMENT

For

Delray Donuts
Proposed Coffee/Donut shop with Drive-Thru



Property Located at:

5300 Coconut Creek Parkway
City of Margate
Broward County, Florida
Folio # 4842-31-15-0016

Prepared by:



100 NE 5th Avenue, Suite B2
Delray Beach, FL 33483
732-681-0760

Revised: January 5, 2026
September 10, 2025
July 21, 2025

A handwritten signature in black ink, appearing to read "CWP", written over a horizontal line.

Craig W. Peregoy, PE
FL PE License #78893

5891-25-02871

www.dynamictraffic.com

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INTRODUCTION

It is proposed to construct a Dunkin' coffee/donut shop with drive-thru and no indoor seating to replace a former drive-in bank branch located at 5300 Coconut Creek Parkway, in the City of Margate, Broward County, Florida. The site is located along the eastbound side of Coconut Creek Parkway, east of its intersection with State Road 7. The Folio Number is 4842 31 15 0016 and the parcel has a land area of 17,444 square feet and a building area of approximately 497 square feet. The site location is shown in Figure 1 in Appendix B. The proposed drive-through coffee shop will utilize the existing building, drive-through facilities and vehicular access points. The site plan for this project is contained in Appendix B.

Dynamic Traffic LLC has been retained to prepare this study to assess the traffic impact associated with the construction of The Project on the adjacent roadway network.

TRIP GENERATION

Trip generation projections for The Project were prepared utilizing trip generation research data under Land Use Code 938 – Coffee/Donut Shop with Drive-Through and No Indoor Seating in the Institute of Transportation Engineers’ (ITE) publication, *Trip Generation, 11th Edition*. The ITE data was utilized to calculate the weekday morning, weekday evening and weekday daily trip generation volumes based on the one (1) drive-thru lane proposed. The ITE data sheets are contained in the Technical Appendix. Table 1 below shows the projected trip generation for the proposed project and the ITE data sheets are contained in Appendix C:

Table 1
Trip Generation

Use	AM Peak			PM Peak			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Coffee/Donut Shop with Drive-Through and No Indoor Seating	20	20	40	8	7	15	90	89	179

It is noted that the AM Street Peak Hour volumes are shown above. The AM Peak Hour of the Generator indicates an hourly volume of 23 vehicles or 46 trips.

According to studies conducted by ITE, traffic associated with coffee shops is not 100% newly generated. Rather, a portion of the traffic is diverted from the existing traffic stream on the adjacent roadway network. As shown in the Technical Appendix, ITE reports a pass by percentage of 90% during the weekday morning peak hour and 98% during the weekday evening peak hour. Table 2 below details the traffic volumes associated with the subject project taking into account the passby traffic anticipated.

Table 2
Trip Generation Considering Passby Traffic

Trip Type	AM PSH			PM PSH		
	In	Out	Total	In	Out	Total
Primary	2	2	4	1	0	1
Passby	18	18	36	7	7	14
Total	20	20	40	8	7	15

As shown above, with the redevelopment of the subject property, the number of new trips falls below the industry accepted standard of a significant increase in traffic of 100 trips. Based on *Transportation Impact Analysis for Site Development*, published by the ITE “it is suggested that a transportation impact study be conducted whenever a proposed development will generate 100 or more added (new) trips during the adjacent roadways’ peak hour or the development’s peak hour.” Therefore, it is not anticipated that the change in use have any perceptible impact on the traffic operation of the adjacent roadway network. This level of trip generation will not create any discernible impact on existing traffic flows and will have a lesser impact overall than the prior use of the property as a bank.

Once the magnitude of traffic to be generated by the site is known, it is necessary to assign that traffic to the adjacent street system. The distribution of new traffic to the surrounding roadways is

based on the location of primary arterial roadways, major signalized intersections and existing traffic patterns. Figures 2-3, located in Appendix A, illustrate the Primary Traffic Trip Distribution, and Passby Traffic Trip Distribution. The Total Site Generated Volumes are shown in Figure 4.

TRAFFIC ANALYSIS

As mentioned previously, the subject site is located in the southeast quadrant of the intersection of Coconut Creek Parkway and State Road 7. The latest Broward County Level of Service (LOS) tables have been reviewed with respect to the current operating conditions of these roadways. The information is summarized below:

- **Coconut Creek Parkway – East of State Road 7**
 - Daily: 17,000 vehicles per day (vpd) / LOS “D”
 - Peak Hour: 1,615 vehicles per hour (vph) / LOS “D”
- **State Road 7 – North of Margate Boulevard**
 - Daily: 50,500 vehicles per day (vpd) / LOS “C”
 - Peak Hour: 4,790 vehicles per hour (vph) / LOS “C”

Both of these roadways are currently operating at an acceptable LOS and will not be negatively impacted by the minimal volume of primary trips anticipated, even without consideration of the prior use of the property as a drive-in bank branch.

PARKING ANALYSIS

As referenced previously, the proposed land use is a drive-thru only coffee shop. There will be no indoor or outdoor dining / consumption or seating areas and no walk-up window is provided. Therefore there will be no parking demand from patrons. Instead, the parking demands for this proposed use are expected to be generated only by the employees.

We understand that this store will typically be staffed with no more than (4) employees and shifts will not change over completely at one time. We also understand that not all employees will require parking as many are expected to walk, bike or take transit to work. Based upon these operational characteristics, the provision of four (4) standard parking spaces and one (1) accessible parking space will be more than adequate to meet the typical parking demands of this store.

National parking demand data has been collected by the Institute of Transportation Engineers (ITE) within their publication *Parking Generation, 6th Edition*. This publication establishes peak parking demands for multiple land uses based upon different independent variables, such as GFA and employees. No data is published for Land Use Code 938 which is logical given the very limited parking demand associated with the use. However, for Land Use Code 937 – Coffee/Donut Shop with Drive Through Window, ITE sets forth a maximum average peak parking demand of 8.70 vehicles per 1,000 SF of GFA as shown in Appendix D. Although this would include patron seating and therefore parking, the ITE data equates to a demand of 5 parking spaces. Clearly, the lack of customer parking would reduce this demand, however, the provided parking would still be sufficient.

QUEUEING ANALYSIS

The drive-through facility for the proposed coffee/donut shop includes a primary service lane and a by-pass lane. The service lane provides 80 feet of queuing distance from the service window to the menu board and an additional 40 feet to the property line. The total vehicle queuing distance provided is 120 feet which will accommodate approximately five (5) vehicles.

The City of Margate Code of Ordinances requires that a drive-through lane for beverage or food sales must provide at least four (4) reservoir spaces. Therefore, the City Code with respect to reservoir areas for drive-through facilities is satisfied. Furthermore, operational information provided by the Applicant indicates that the vehicle queuing area will be sufficient to accommodate the anticipated vehicular demand.

A queueing analysis was prepared based on the stochastic queueing methods as presented in multiple Traffic Engineering Publications, including ITE. Dunkin drive-thru lanes can accommodate 90 to 120 vehicles per hour which would indicate an average 30 to 40 second service time. As shown in the worksheet in Appendix E, the 95th percentile queue length is calculated to be two (2) vehicles. The calculated probability of exceeding five (5) vehicles is essentially non-existent at 0.05%.

The queue analysis was supplemented with the FDOT QTool Version 1.0. As shown in Appendix E, the FDOT methodology is consistent and indicates that the queue storage is sufficient with a 90th percentile queue of one (1) vehicles behind the order board.

FINDINGS & CONCLUSIONS

Findings

Based upon the detailed analyses as documented herein, the following findings are noted:

- It is proposed to construct a Dunkin' coffee/donut shop coffee shop with one (1) drive-thru lane and no indoor seating on property formerly occupied by a drive-in bank branch with four (4) drive-in lanes.
- The development will generate a maximum of 4 additional vehicle trips into and out of the property that are “new” to the area. The daily and primary peak hour trip generation will decrease as compared to the former use on the site.
- The proposed development will draw traffic from the adjacent travel stream as passby traffic and will generate minimal traffic volumes that are “new” to the adjacent roadway network.
- The access configuration is proposed to remain as exists.
- The drive-thru queue storage will be sufficient to accommodate the maximum anticipated demand based on ordinance requirements, ITE queuing calculations and FDOT queuing calculations.
- The proposed parking supply of five (5) parking spaces will be more than sufficient to accommodate the site’s employees and would be sufficient even if seating for patrons was provided.

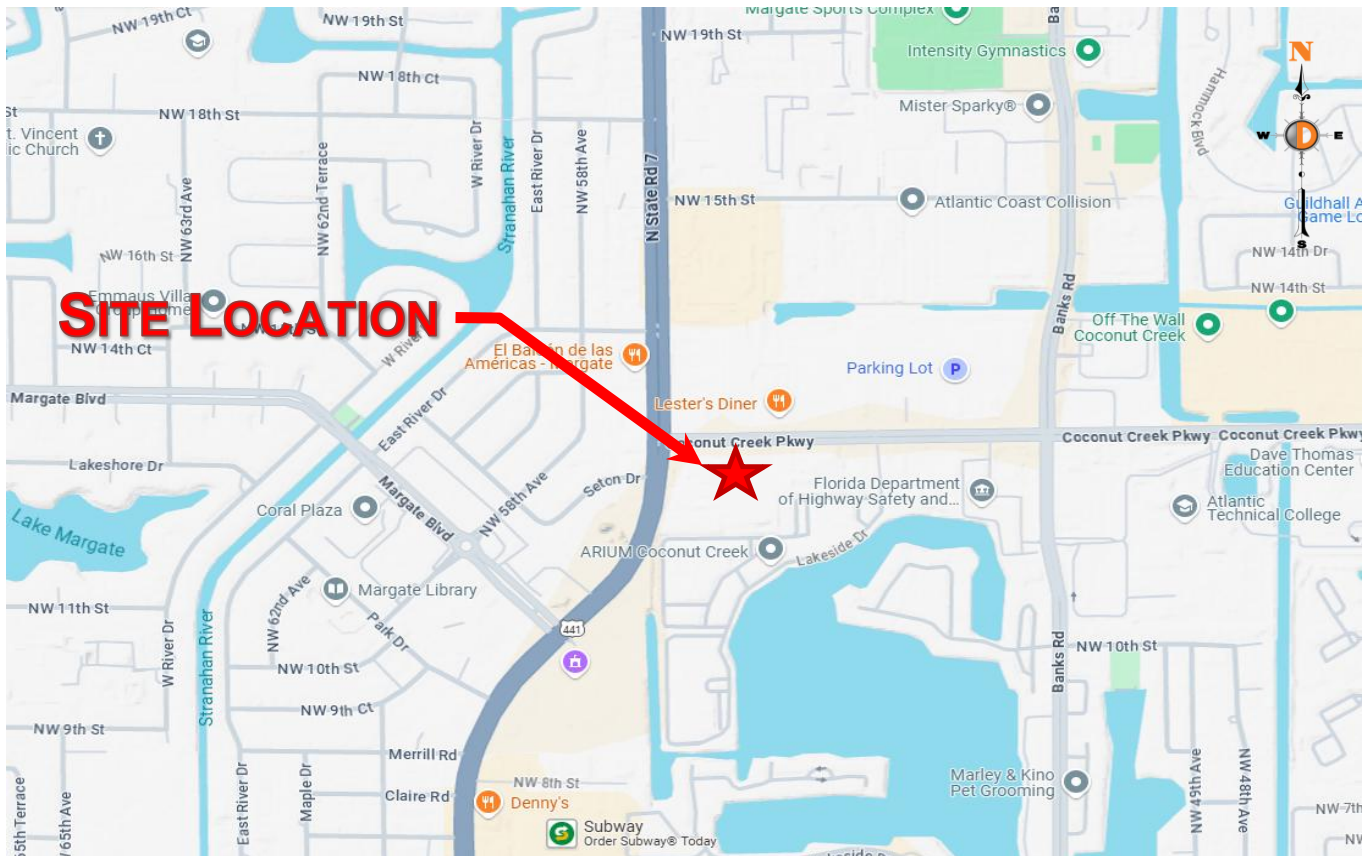
Conclusions

Based upon our Traffic Impact Study as detailed in the body of this report, it is the professional opinion of Dynamic Traffic LLC that the adjacent street system of the City of Margate, Broward County and FDOT will not experience any significant degradation in operating conditions with the construction of The Project. The site circulation, parking supply and drive-thru queue storage are designed such that there will be no adverse impacts to the site circulation on the property.

Technical Appendix

Appendix A

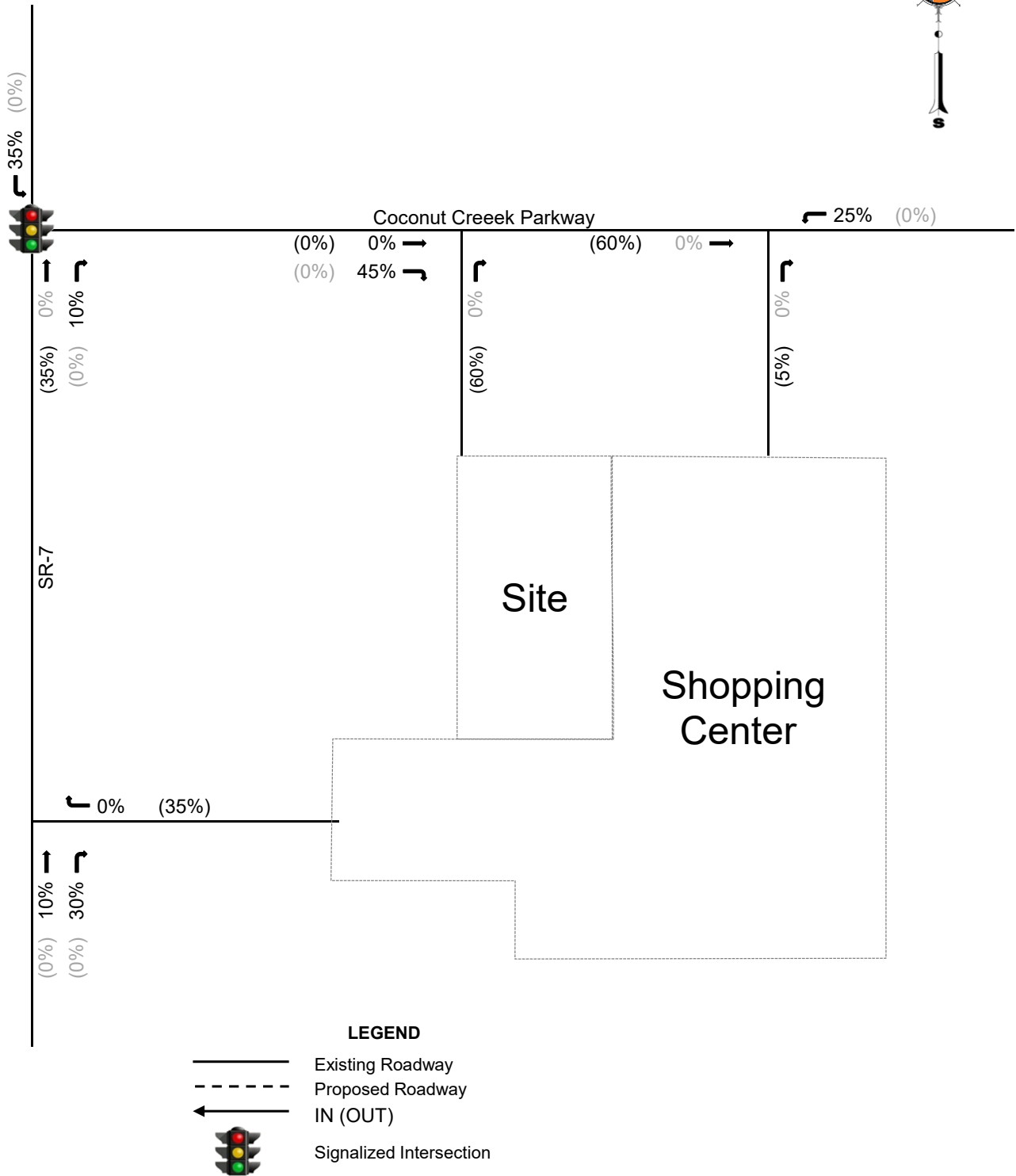
Traffic Volume Figures

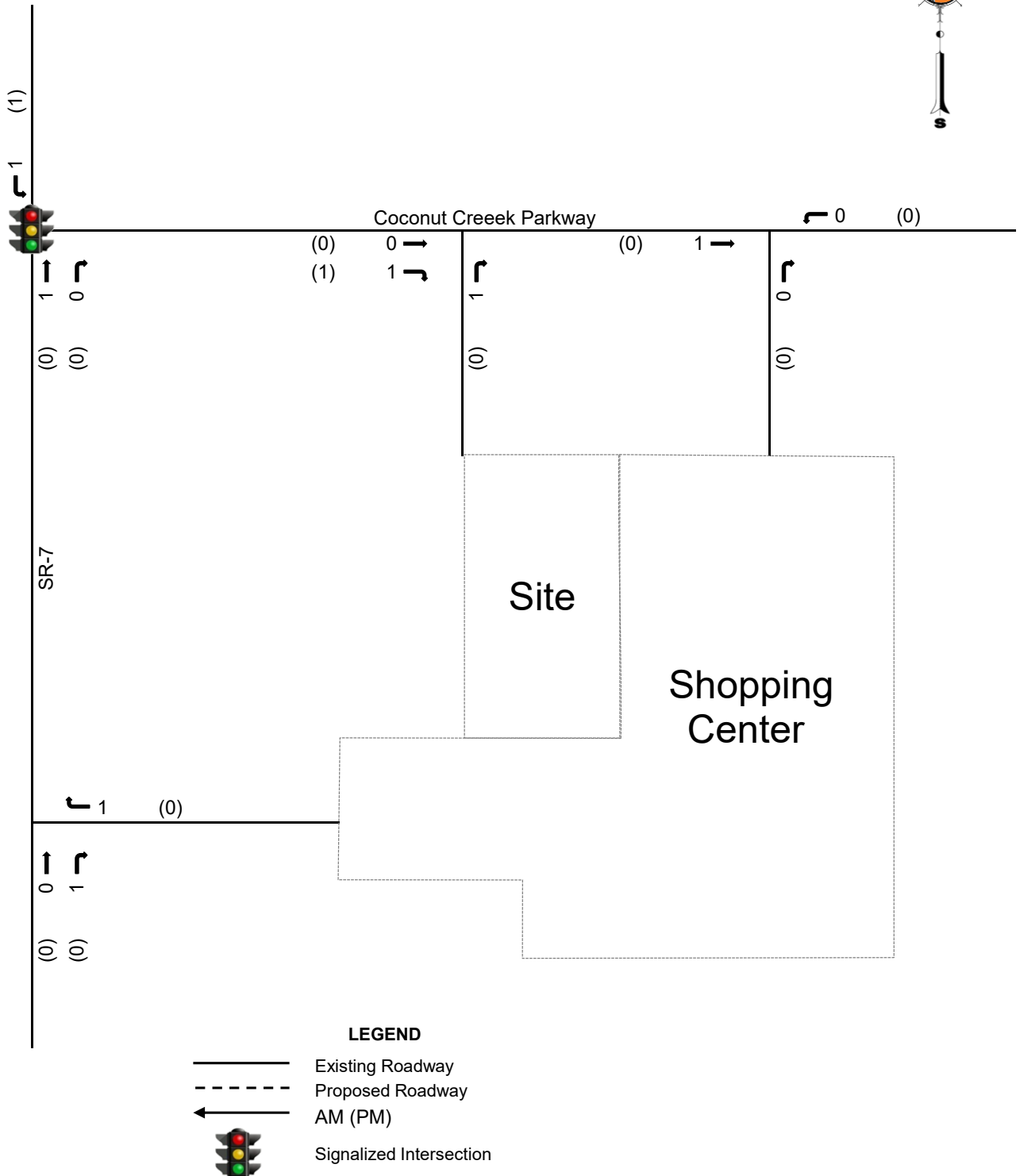
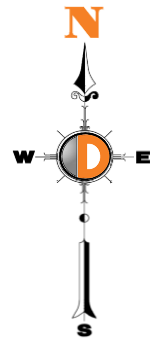


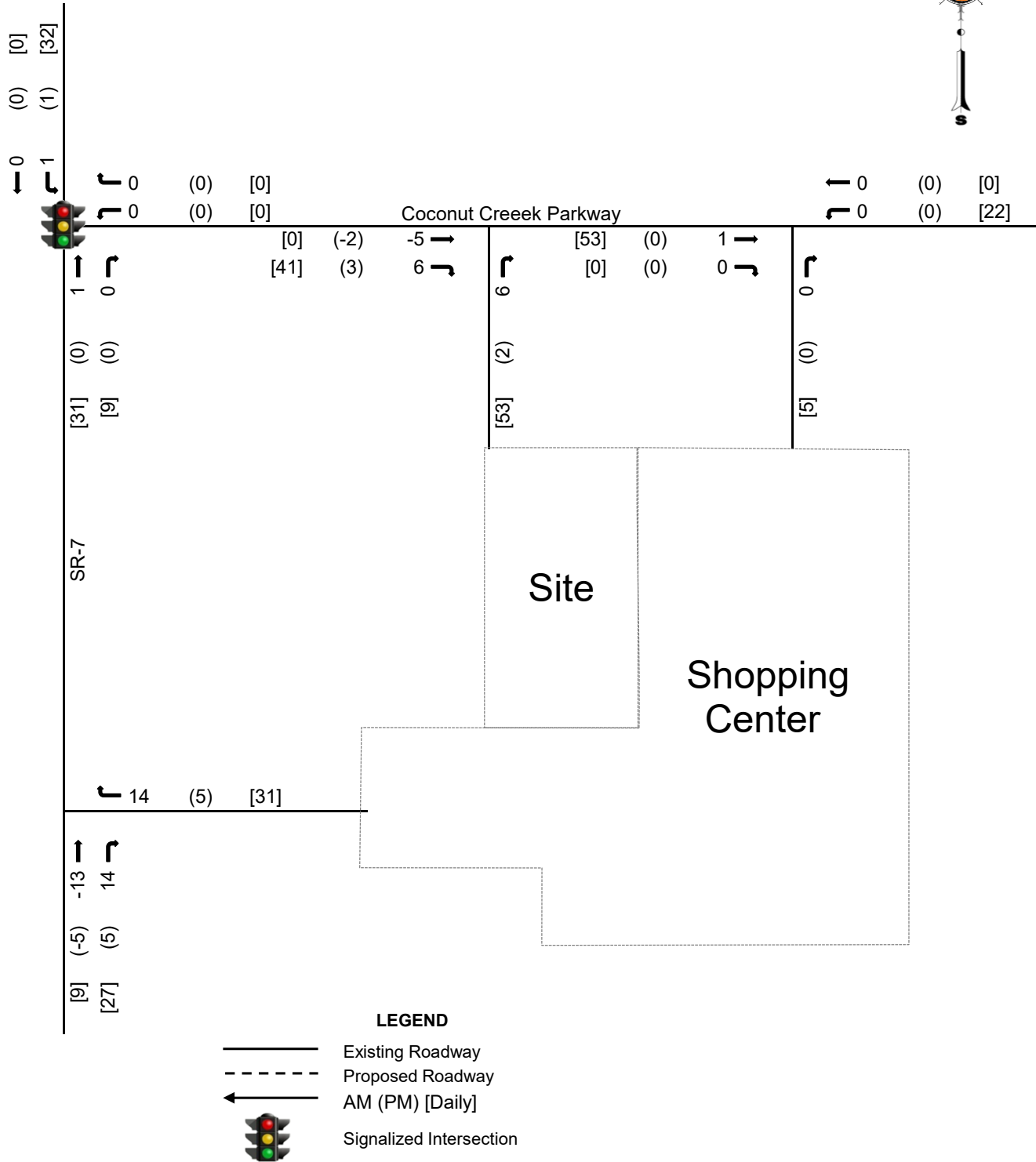
Proposed Coffee/Donut Shop with Drive Thru
Traffic & Parking Assessment
5891-25-02871

Figure 1

Site Location Map







Appendix B

Site Plan



SITE ADDRESS:	5300 COCONUT CREEK PARKWAY, MARGATE, FL
OWNER:	DELRAY DONUTS
FOLIO NUMBER:	4842 31 15 0016
JURISDICTION:	CITY OF MARGATE
FEMA FLOOD ZONE:	ZONE X (AREA WITH MINIMAL FLOOD HAZARD)
CURRENT LAND USE:	ABANDONED FINANCIAL INSTITUTION
PROPOSED LAND USE:	COMMERCIAL (RESTAURANT)
ZONING DESIGNATION:	G (GATEWAY)
SITE AREA:	17,443 SF (0.4004 AC.)
HOURS OF OPERATION:	5:00 AM - 9:00 PM

DEVELOPMENT STANDARDS:	REQUIRED	PROPOSED
MIN. LOT AREA	10,000 SF	17,443 SF
MIN. LOT FRONTAGE	100'	89.46'
MIN. LOT DEPTH	N/A	208.2
BUILDING HEIGHT	100' MAX	±35' (EXIST.)
BUILDING COVERAGE	N/A	8.9%
BUILDING SEPARATION	0'	N/A
MIN. OPEN SPACE	N/A	20.9%

SETBACKS REQUIREMENTS		
FRONT (NORTH):	18.0'	78.2'
SIDE (EAST):	0'	60.0'
SIDE (WEST):	0'	8.1'
REAR(SOUTH):	N/A	77.1'
LANDSCAPE BUFFER REQUIREMENT		
FRONT (NORTH):	10.0'	11.82'
SIDE (EAST):	0'	0'
SIDE (WEST):	0'	0'
REAR (SOUTH):	0	0'

<u>UTILITY PROVIDERS</u>	
WATER AND SEWER PROVIDER:	CITY OF MARGATE UTILITIES
DRAINAGE PROVIDER:	PRIVATE
SOLID WASTE PROVIDER:	WASTE MANAGEMENT
ELECTRIC PROVIDER:	FLORIDA POWER & LIGHT
TELEPHONE PROVIDER:	AT&T/COMCAST
GAS PROVIDER:	TECO ENERGY

PARKING TABLE		
REQUIRED PARKING		
USE	RATE	SPACES
RESTAURANT (497 SF)	1 SPACE PER 30 SF CSA	0
TOTAL REQUIRED PARKING		4
REQUIRED ADA PARKING		1
PROVIDED PARKING		
STANDARD PARKING (9' X 18')		4 SPACES
ADA PARKING (12' X 18')		1 SPACES
TOTAL PARKING PROVIDED		5 SPACES

1. ALL CURBING IS TYPE 'D' UNLESS OTHERWISE STATED.
2. TYPE 'D' CURB SHALL BE CONSTRUCTED PER LATEST FDOT INDEX 300
3. ALL DIMENSIONS SHOWN, OTHER THAN LANDSCAPE DIMENSIONS, ARE TO FACE OF CURB FOR TYPE 'D' CURB OR EDGE OF PAVEMENT FOR NO CURB, UNLESS OTHERWISE NOTED.
4. CONTRACTOR TO REPAIR AND ADDRESS POT HOLES AND PONDING WATER ON EXISTING PAVEMENT. SEAL/COAT PARKING LOT, RE-STRIP PARKING LOT, TRIM/CLEAN UP LANDSCAPING AREAS, REPLACE BROKEN LIGHT FIXTURES, REPLACE BROKEN PARKING SIGNAGE, REMOVE UNUSED SIGN POST, PRESSURE CLEAN STAINS ON CURB, REMOVED TRASH FROM SUBJECT PROPERTY, REMOVE RUSTED RES AND GREEN LIGHTS INSTALLED ON THE SOUTH SIDE OF THE EXISTING DRIVE THROUGH CANOPY THAT ARE USED FOR TRAFFIC CONTROL.

THE PROPOSED LAND USE IS A DRIVE THROUGH ONLY COFFEE SHOP, AS SUCH, THERE WILL BE NO INDOOR OR OUTDOOR DINING/CONSUMPTION AREAS. AS A RESULT, THE PARKING DEMANDS FOR THIS PROPOSED USE ARE EXPECTED TO BE GENERATED PRINCIPALLY BY THE EMPLOYEES OF CLUTCH COFFEE. BASED UPON INPUT FROM THE FUTURE OPERATORS WE UNDERSTAND THAT THIS STORE WILL TYPICALLY BE STAFFED WITH FOUR (4) EMPLOYEES AND SHIFTS WILL RARELY CHANGE OVER COMPLETELY AT ONE TIME. WE ALSO UNDERSTAND THAT NOT ALL OF THEIR EMPLOYEES WILL REQUIRE PARKING. IN FACT MANY OF THEIR EMPLOYEES ARE EXPECTED TO WALK, BIKE OR TAKE TRANSIT TO WORK. THOSE THAT DO ARRIVE BY AUTOMOBILE ARE LIKELY TO BE DROPPED OFF. BASED UPON THESES OPERATIONAL CHARACTERISTICS IT IS EVIDENT THAT FOUR (4) STANDARD PARKING SPACES AND ONE (1) ACCESSIBLE PARKING SPACE WILL BE MORE THAN ADEQUATE TO MEET THE TYPICAL PARKING DEMANDS OF THIS STORE.

Check positive response codes before you dig!

PROJECT No.:	F250024
DRAWN BY:	CAD
CHECKED BY:	ROT
DATE:	06/19/2025
CAD I.D.:	F250024-SITE

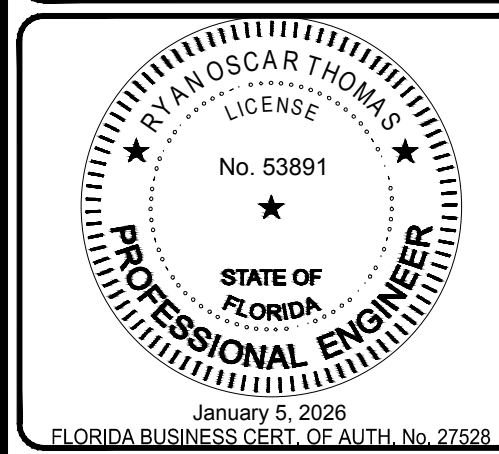
PROJECT:

FOR

DELRAY DONUTS

MARGATE
FLORIDA

6300 NW 31ST AVENUE
FORT LAUDERDALE, FL 33309
PH: (954) 202-7000
FX: (954) 202-7070
www.ThomasEngineeringGroup.com



SHEET TITLE:

SHEET NUMBER:

C-5.0

Appendix C

Trip Generation

Land Use: 938

Coffee/Donut Shop with Drive-Through Window and No Indoor Seating

Description

This land use includes any coffee and donut restaurant that has only drive-through window service. A patron cannot walk into the shop and purchase items. The restaurant sells freshly brewed coffee (along with coffee-related accessories) and a variety of food/drink products such as donuts, bagels, breads, muffins, cakes, sandwiches, wraps, salads, and other hot and cold beverages. The restaurant marketing and sales may emphasize coffee beverages over food (or vice versa).

The coffee/donut shops contained in this land use typically hold long store hours (more than 15 hours) with an early morning opening.

Coffee/donut shop without drive-through window (Land Use 936) and coffee/donut shop with drive-through window (Land Use 937) are related uses.

Additional Data

The sites were surveyed in the 1990s, the 2000s, and the 2010s in Arizona, New Hampshire, Oregon, and Washington.

Source Numbers

514, 644, 755, 981, 1028

Coffee/Donut Shop with Drive-Through Window and No Indoor Seating (938)

Vehicle Trip Ends vs: Drive-Through Lanes On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 8

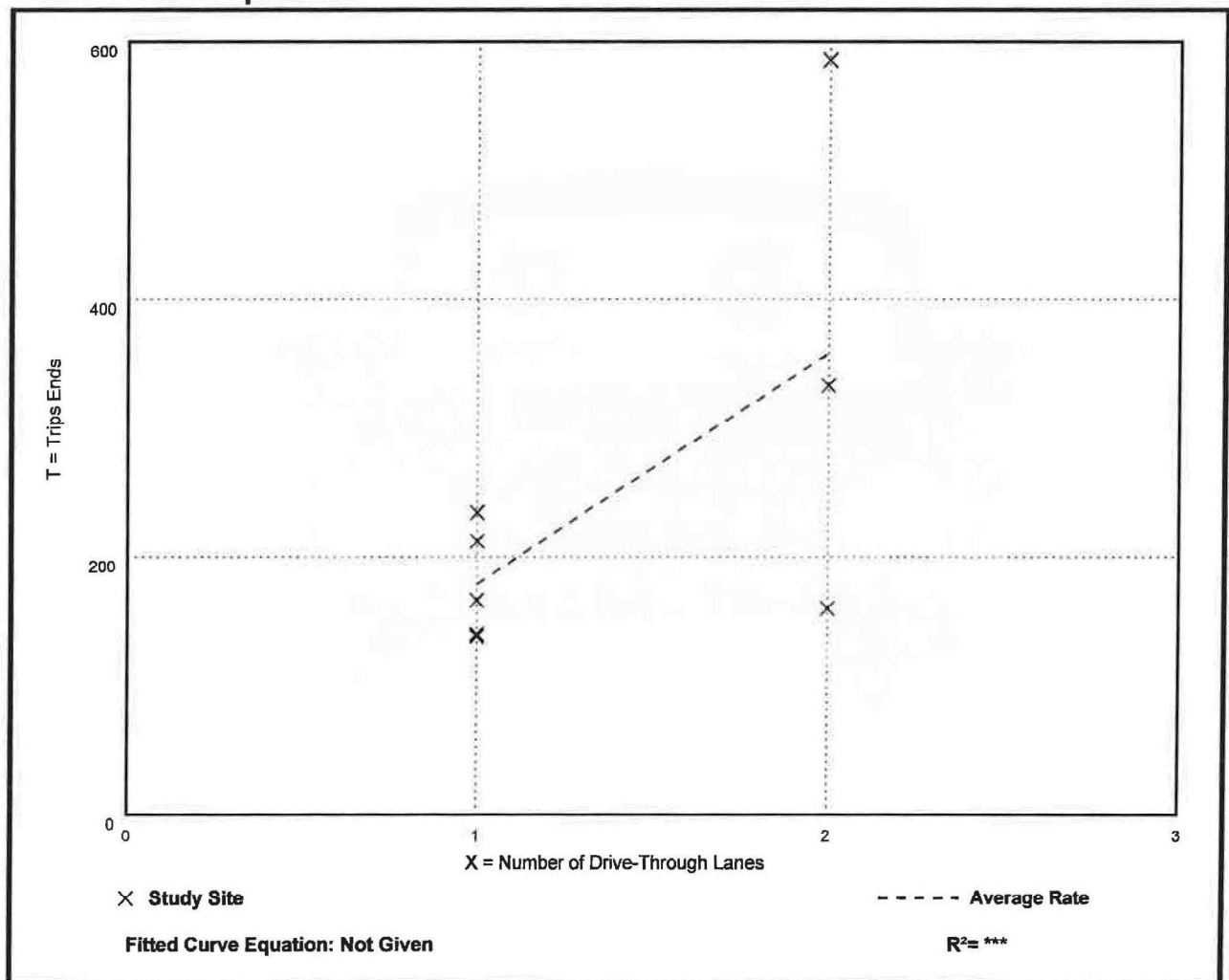
Avg. Num. of Drive-Through Lanes: 1

Directional Distribution: 50% entering, 50% exiting 90 in, 89 Out

Vehicle Trip Generation per Drive-Through Lane

Average Rate	Range of Rates	Standard Deviation
179.00 x 1 = 179	80.00 - 293.00	74.48

Data Plot and Equation



Coffee/Donut Shop with Drive-Through Window and No Indoor Seating (938)

Vehicle Trip Ends vs: Drive-Through Lanes

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: 20

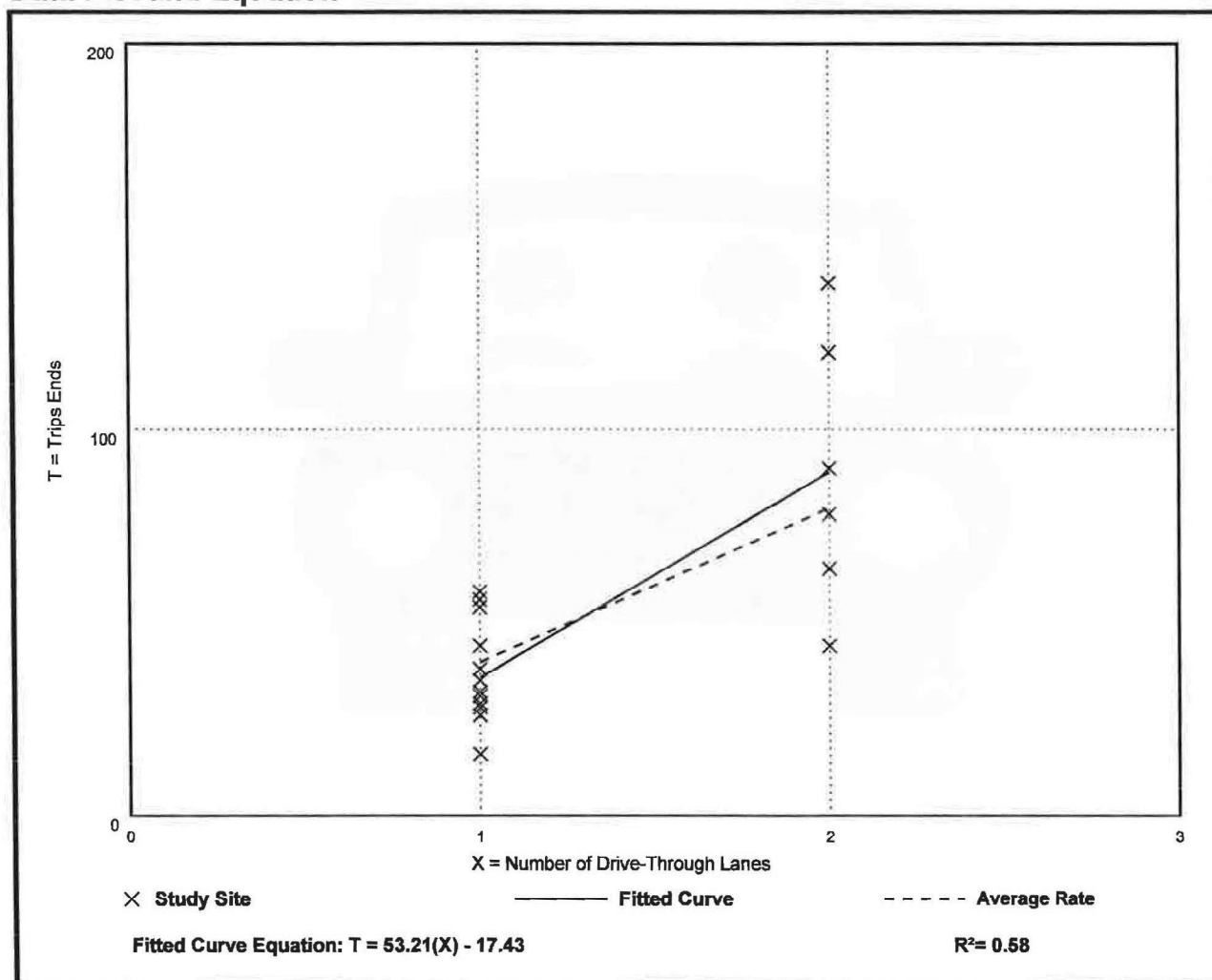
Avg. Num. of Drive-Through Lanes: 1

Directional Distribution: 50% entering, 50% exiting **20 In, 20 Out**

Vehicle Trip Generation per Drive-Through Lane

Average Rate	Range of Rates	Standard Deviation
39.81 $\times$ 1 = 40	16.00 - 69.00	15.44

Data Plot and Equation



Coffee/Donut Shop with Drive-Through Window and No Indoor Seating (938)

Vehicle Trip Ends vs: Drive-Through Lanes

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: 8

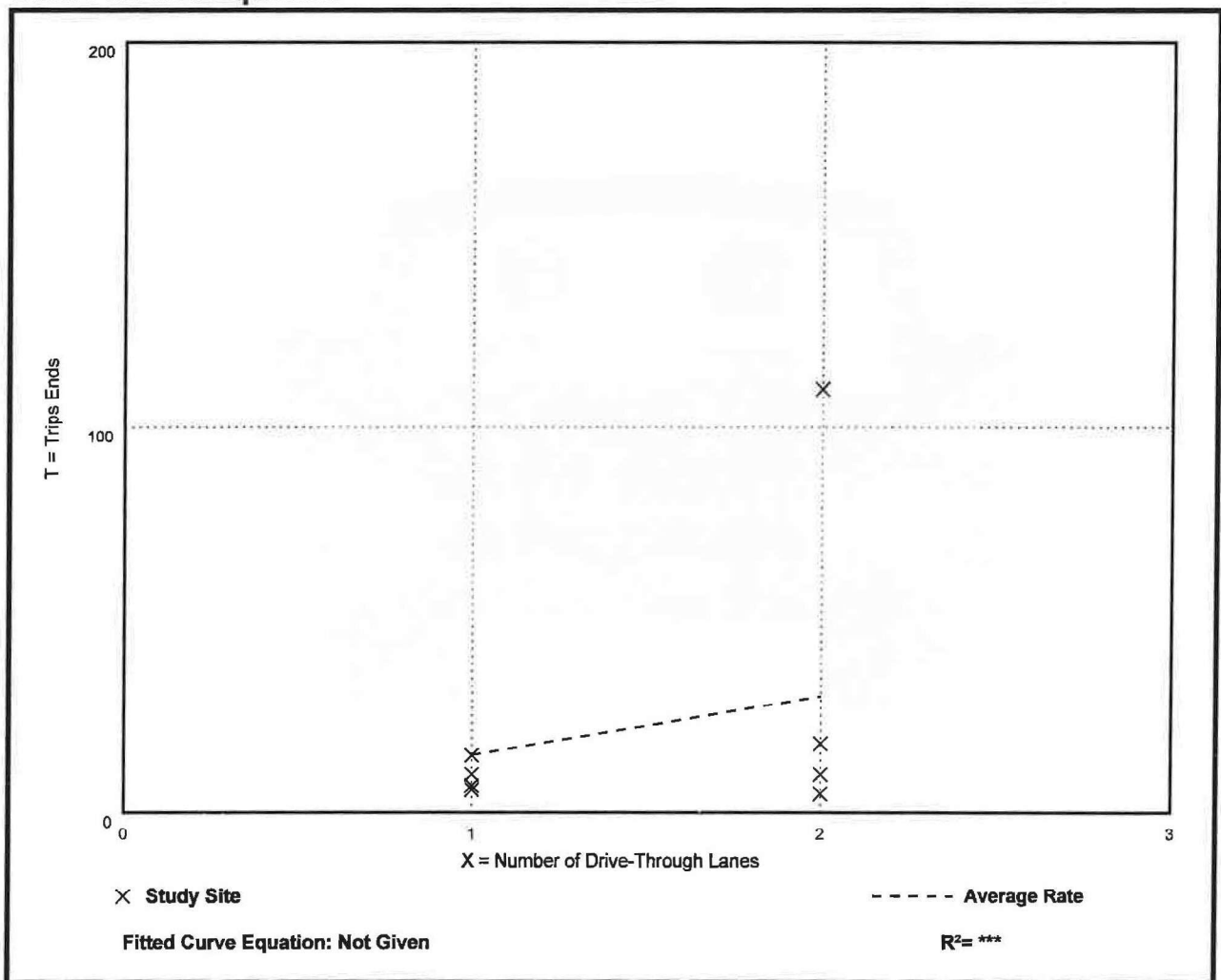
Avg. Num. of Drive-Through Lanes: 2

Directional Distribution: 50% entering, 50% exiting **8 In, 7 Out**

Vehicle Trip Generation per Drive-Through Lane

Average Rate	Range of Rates	Standard Deviation
15.08 x1 = 15	2.50 - 55.00	19.41

Data Plot and Equation



Vehicle Pass-By Rates by Land Use

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

[illegible]

Vehicle Pass-By Rates by Land Use

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

[illegible]

Appendix D

Parking

Land Use: 937 Coffee/Donut Shop with Drive-Through Window

Description

This land use includes any coffee and donut restaurant that has a drive-through window as well as a walk-in entrance area at which a patron can purchase and consume items. The restaurant sells freshly brewed coffee (along with coffee-related accessories) and a variety of food/drink products such as donuts, bagels, breads, muffins, cakes, sandwiches, wraps, salads, and other hot and cold beverages. The restaurant marketing and sales may emphasize coffee beverages over food (or vice versa). A coffee/donut shop typically holds long store hours (more than 15 hours) with an early morning opening. Limited indoor seating is generally provided for patrons and table service is not provided.

Time-of-Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday at four study sites in a general urban/suburban setting.

Hour Beginning	Percent of Monday–Thursday Peak Parking Demand
12:00–4:00 a.m.	—
5:00 a.m.	—
6:00 a.m.	—
7:00 a.m.	91
8:00 a.m.	100
9:00 a.m.	97
10:00 a.m.	97
11:00 a.m.	71
12:00 p.m.	77
1:00 p.m.	66
2:00 p.m.	54
3:00 p.m.	57
4:00 p.m.	63
5:00 p.m.	—
6:00 p.m.	—
7:00 p.m.	—
8:00 p.m.	—
9:00 p.m.	—
10:00 p.m.	—
11:00 p.m.	—

Additional Data

The average parking supply ratio for the 12 study sites in a general urban/suburban setting and with parking supply information is 10.3 spaces per 1,000 square feet GFA. The average peak parking occupancy at these sites is 50 percent.

The sites were surveyed in the 2000s, the 2010s, and the 2020s in Maine, Nevada, New Jersey, Ontario (CAN), Tennessee, and Washington.

Source Numbers

405, 407, 412, 433, 442, 509, 523, 540, 620

Coffee/Donut Shop with Drive-Through Window (937)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

Number of Studies: 17

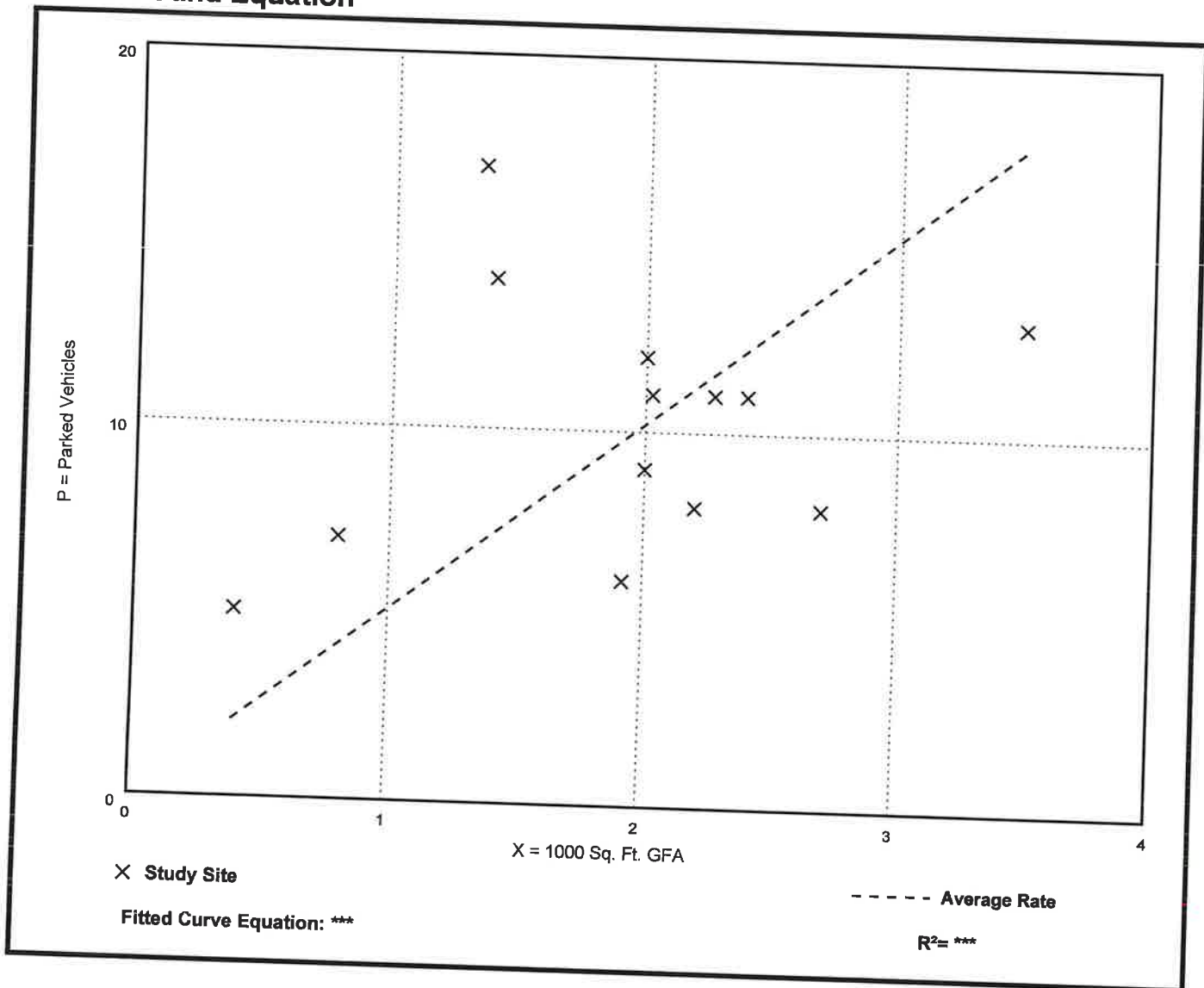
Avg. 1000 Sq. Ft. GFA: 2.0

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
5.10	2.96 - 12.59	4.45 / 10.75	***	2.44 (48%)

$\times 0.498 = 3$

Data Plot and Equation



Coffee/Donut Shop with Drive-Through Window (937)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA

On a: Saturday

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. 1000 Sq. Ft. GFA: 1.3

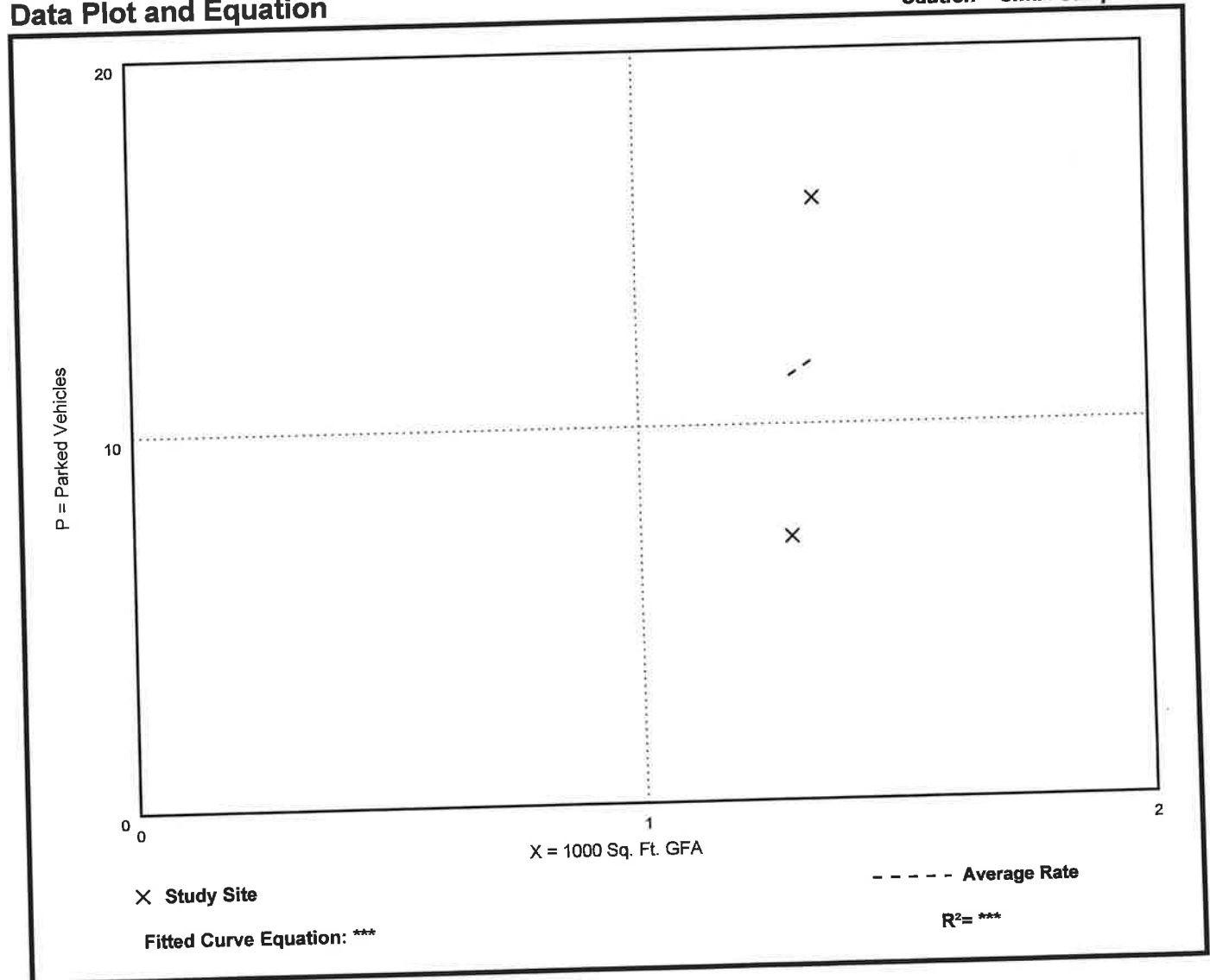
Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
8.70	5.41 - 11.85	*** / ***	***	*** (***)

x 0.498 = 5

Data Plot and Equation

Caution – Small Sample Size



Coffee/Donut Shop with Drive-Through Window (937)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA

On a: Sunday

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. 1000 Sq. Ft. GFA: 2.0

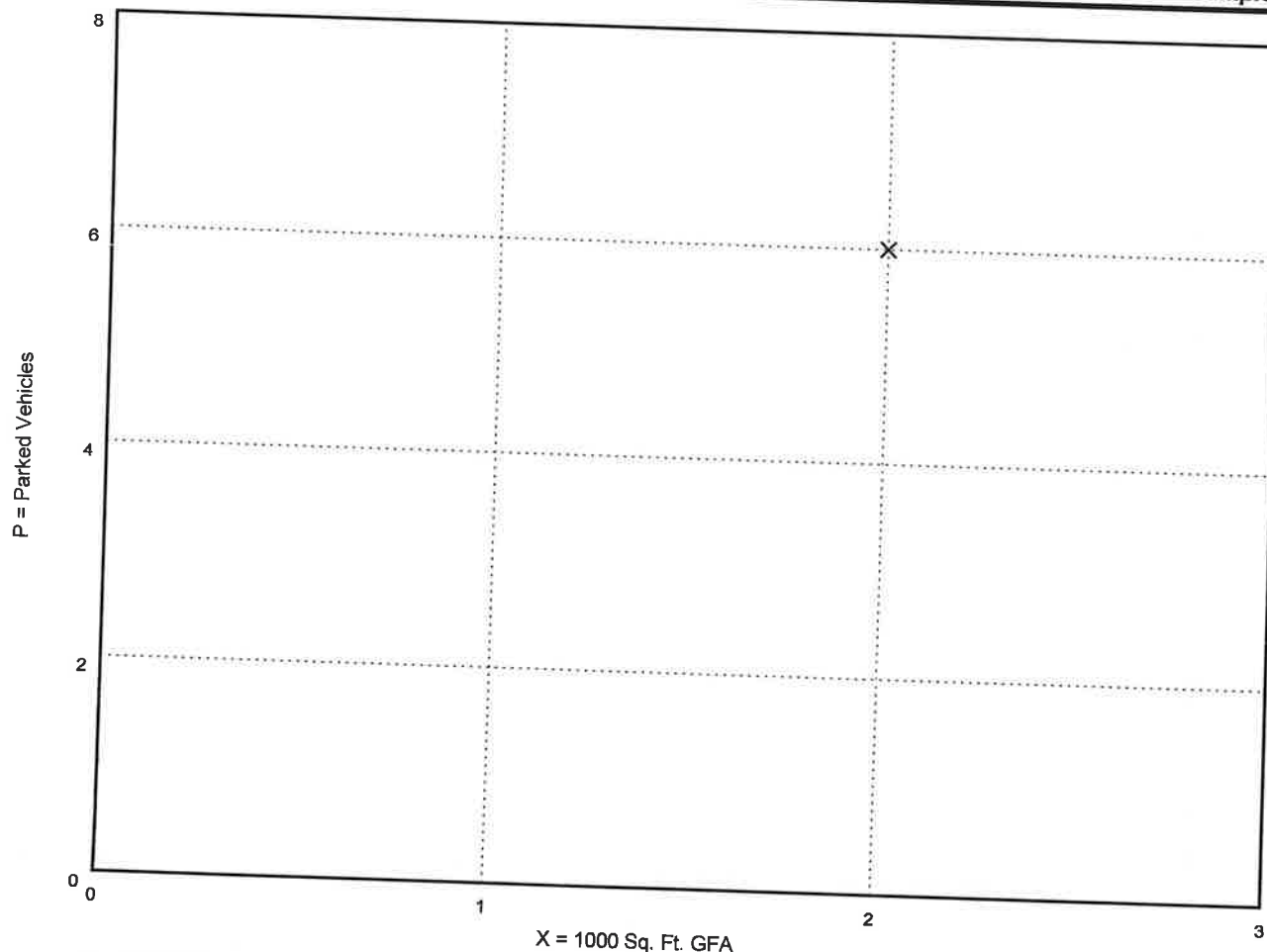
Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
3.00	3.00 - 3.00	*** / ***	***	*** (***)

x 0.498 = 2

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: ***

R² = ***

Appendix E

Queuing

Coffee/Donut Shop with Drive-Through Window and No Indoor Seating (938)

Vehicle Trip Ends vs: Drive-Through Lanes

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 10

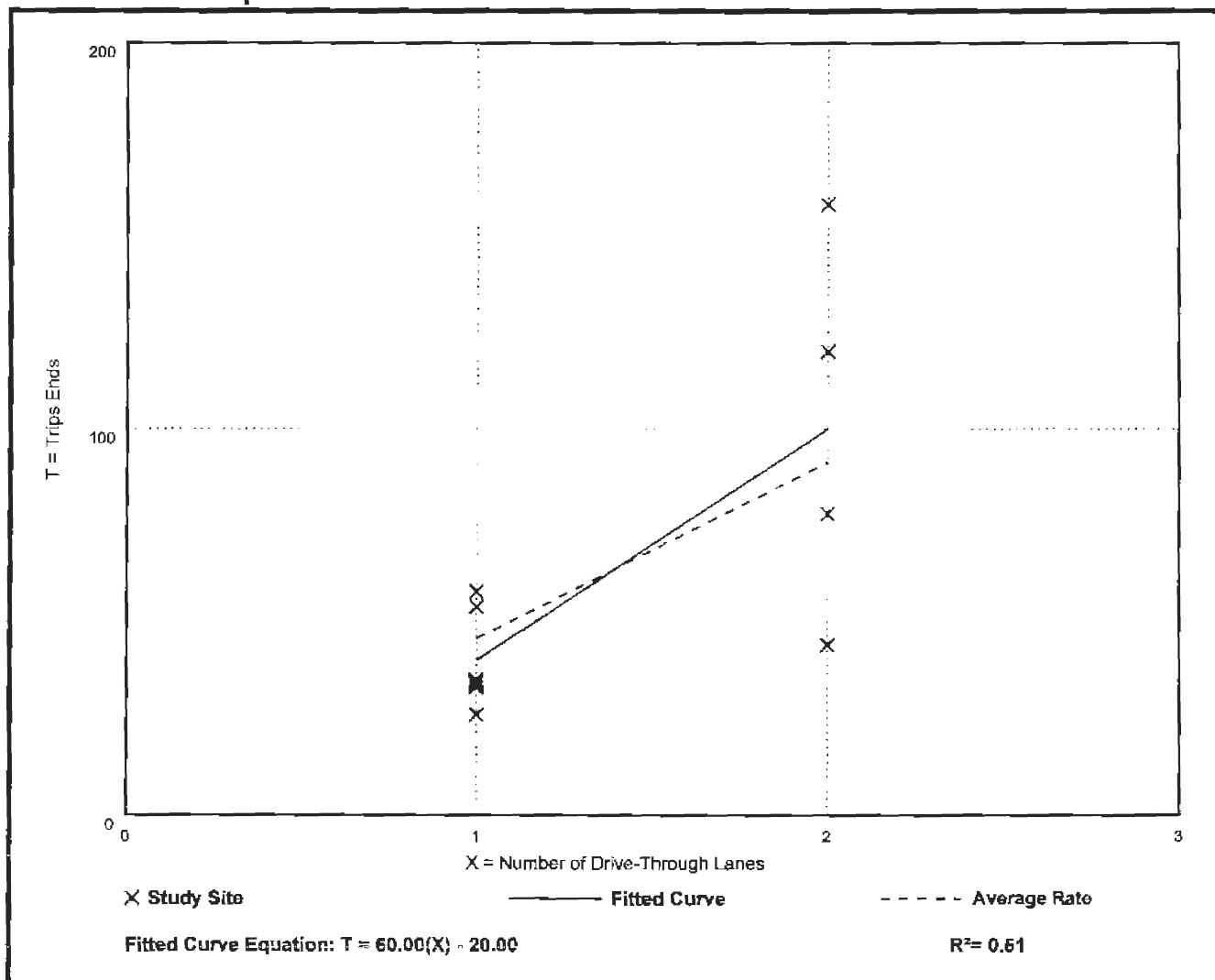
Avg. Num. of Drive-Through Lanes: 1

Directional Distribution: 50% entering, 50% exiting **23 In, 23 Out**

Vehicle Trip Generation per Drive-Through Lane

Average Rate	Range of Rates	Standard Deviation
45.71 x 1 = 46	22.00 - 79.00	19.64

Data Plot and Equation





QUEUE CALCULATION - SINGLE SERVICE LANE

Delray Donuts - Margate, FL

Job Info	
Project Number:	5891-25-02871
Project Description:	Delray Donuts
Analyst:	CWP
Date:	12/16/2025

Traffic Demand	
Hourly Demand, v	23 veh/hr
Peak Hour Factor, PHF	0.92
Available Queue Storage	5 veh

Calculations	
Pk Flow Rate, $\lambda = v / \text{PHF}$	25 veh/hr
Service Rate per Hour, μ	90.0 veh/hr
Traffic intensity, $\rho = \lambda / \mu$	0.28

Service Rate	
Service Time	40 sec/veh

Avg. Queue Length, $L_q = (\rho \times \lambda) / (\mu - \lambda)$	0.11 veh.
Avg. System Length, $L_s = \lambda / (\mu - \lambda)$	0.38 veh.

Avg. Queue Waiting Time, $W_q = \rho / (\mu - \lambda)$	0.26 min.
Avg. Time in System, $W_s = 1 / (\mu - \lambda)$	0.92 min.

95th Percentile Queue:	2
Probability of queue exceeding 5 vehicles:	0.05%

Notes

- 1 - Queue calculations assume one service lane.
- 2 - Queue calculations based on stochastic queueing methods as described by M/M/1 Single-Server Queue Model as presented in "Parking" as published by the ENO foundation(1) and within the Civil Engineering Reference Manual.
- 3 - System times and length includes time/presence at service point.
- 4 - Calculated queue includes first vehicle(s) being processed and vehicles in line(s) behind.

Probability Calculations				
X' Veh. in Queue	P{X} Probability of exactly 'X' Veh. in Queue	Probability of 'X' or less Veh. in Queue	Probability of Queue Greater than 'X' Veh.	95 th Percentile Queue
0	72.22%	72.22%	27.78%	2
1	20.06%	92.28%	7.72%	
2	5.57%	97.86%	2.14%	
3	1.55%	99.40%	0.60%	
4	0.43%	99.83%	0.17%	
5	0.12%	99.95%	0.05%	
6	0.03%	99.99%	0.01%	
7	0.01%	100.00%	0.00%	
8	0.00%	100.00%	0.00%	
9	0.00%	100.00%	0.00%	
10	0.00%	100.00%	0.00%	
11	0.00%	100.00%	0.00%	
12	0.00%	100.00%	0.00%	
13	0.00%	100.00%	0.00%	
14	0.00%	100.00%	0.00%	
15	0.00%	100.00%	0.00%	
16	0.00%	100.00%	0.00%	
17	0.00%	100.00%	0.00%	
18	0.00%	100.00%	0.00%	
19	0.00%	100.00%	0.00%	
20	0.00%	100.00%	0.00%	
21	0.00%	100.00%	0.00%	
22	0.00%	100.00%	0.00%	
23	0.00%	100.00%	0.00%	
24	0.00%	100.00%	0.00%	
25	0.00%	100.00%	0.00%	

Drive-Through Lane Queue Estimate Tool

Analyst should identify the step in the process the bottleneck will occur, then enter the vehicle arrival rate, the service capacity per lane, and the number of lanes at that bottleneck point in the highlighted cells below.

The tool gives the option to change the average length of the vehicle. Note this length includes the space between two vehicles in queue. Standard length is 25 feet.

Measure the queue from the bottleneck point. This could be from the order point, pay location, or pickup location.

Note the Bottleneck Capacity per Lane value is the service rate for the drive-through. This value can vary by land use and brand. The results will vary depending on the accuracy of this number.

Project Information	
Provide general project information for reference purposes only.	
Project Name:	Dunkin'
Closest Intersection:	Coconut Creek Pkwy & SR 7
Agency:	FDOT
Reference Number:	DT#: 5891-25-02871
City:	Margate
State:	Florida
Date:	12/15/2025
Analyst:	CWP

Total Queue Storage Available (ft):	120	feet
Drive-Through Lane Arrival Rate:	23	vph
Bottleneck Service Lanes:	1	lane(s)
Bottleneck Capacity per Lane:	90	vph
System Capacity:	90	vph
90th Percentile Queue (veh):	1.0	<<<Total queue in all lanes.
Average vehicle length in queue:	25	feet/vehicle
Total Queue Length (ft):	25	feet

Results
Queue storage is sufficient.