

Prepared by: Planning Analytics, LLC

Trip Generation and Queuing Analysis

Proposed Coffee Shop with Drive-Thru Window
11605 Jones Bridge Road, Alpharetta, GA 30022

Received
May 7, 2024
RZ-24-0005
Planning & Zoning

Submitted April 22, 2024
Resubmitted May 3, 2024

Prepared for:
MG Retail Advisors



Prepared by:
Planning Analytics, LLC
Jason Utley, AICP
Project Manager
941.258.5061

Reviewed and Approved by:
Axis Infrastructure, LLC
Luke Wemette, P.E.

TABLE OF CONTENTS

	Page
Cover Sheet.....	1
Table of Contents.....	2
List of Appendices.....	3
Introduction/Project Narrative.....	4
Trip Generation.....	5
Trip Distribution.....	5
Study Area/Area of Impact.....	5
Intersection Analysis.....	10
Queuing Analysis.....	11
Multimodal Inventory.....	13
Conclusion.....	13
Professional Engineer’s Certification.....	14

LIST OF FIGURES

Figure 1. Project Location.....	4
Figure 2. AM Peak-Hour Project Trips (Jones Bridge Rd at Shopping Ctr Driveway).....	6
Figure 3. AM Peak-Hour Existing Raw Trips (Jones Bridge Rd at Shopping Ctr Driveway)	7
Figure 4. AM Peak-Hour Existing Trip Percentages (Jones Bridge Rd at Shopping Ctr Driveway).....	8
Figure 5. AM Peak-Hour Future Total (Jones Bridge Rd at Shopping Ctr Driveway).....	9

LIST OF APPENDICES

Fulton County Board of Assessors Property Record Card Parcel ID # 11 055101980291

Fulton County Board of Assessors Existing Building Sketch

Fulton County Board of Assessors Aerial of the Site

ITE Trip Generation Documentation

ITE Pass-by Capture Documentation

Turning Movement Counts

Quantum Real Estate Advisors Report dated April 2021

AM Peak-Hour Snapshot Queue

Synchro Reports

Conceptual Site Plan with Measurements

11605 Jones Bridge Road, Alpharetta, GA Coffee Shop

TRIP GENERATION AND QUEUING ANALYSIS

Submitted April 22, 2024

Resubmitted May 3, 2024

Narrative

The Applicant is proposing a 1,982 square foot Coffee/Donut Shop with Drive-Through Window on the following parcel ID number: 11 055101980291. Based upon a review of the Fulton County Property Appraiser’s website, parcel ID number 11 055101980291 consists of 0.81 +/- acres and has a street address of 11605 Jones Bridge Road, Alpharetta, GA 30022. This parcel is located generally in the southeast quadrant of the intersection of Jones Bridge Road and Kimbal Bridge Road / Abbotts Bridge Road (GA Hwy 120) in the incorporated limits of the City of Johns Creek, as shown in Figure 1. Parcel ID number 11 055101980291 was historically developed with a flooring store.

Figure 1. Project Location



For this analysis, (per City of Johns Creek staff’s request) Land Use Code 937 was selected in order to evaluate the potential trip generation associated with the proposed development of this parcel.

Received
 May 7, 2024
 RZ-24-0005
 Planning & Zoning

This Space Intentionally Left Blank

Trip Generation

The tables that follow (Tables 1, 2 and 3) indicate the estimated project traffic using ITE Trip Generation 11th Edition.

Table 1 - Daily Trip Generation Estimates

ITE Land-Use Category	ITE Land Use (Code)	Independent Variable	Average Rate	Fitted Curve Equation	Size	Total Trips	In	Out	Pass-By Capture Rate	Pass-By Trips			Net-New Trips		
										2-Way	In	Out	2-Way	In	Out
Proposed Land Use															
Coffee/Donut Shop with Drive-Thru Window	937	1,000 Square Feet	533.57	NA	1,982	1,058	529	529	50%	529	264	264	529	264	264

*Per John’s Creek Staff, the daily pass-by capture rate was assumed to be 50%.

Table 2 - AM Peak Hour Trip Generation Estimates

ITE Land-Use Category	ITE Land Use (Code)	Independent Variable	Average Rate	Fitted Curve Equation	Size	Total Trips	In	Out	Pass-By Capture Rate	Pass-By Trips			Net-New Trips		
										2-Way	In	Out	2-Way	In	Out
Proposed Land Use															
Coffee/Donut Shop with Drive-Thru Window	937	1,000 Square Feet	85.88	NA	1,982	170	87	83	50%	85	43	42	85	43	42

Table 3 - PM Peak Hour Trip Generation Estimates

ITE Land-Use Category	ITE Land Use (Code)	Independent Variable	Average Rate	Fitted Curve Equation	Size	Total Trips	In	Out	Pass-By Capture Rate	Pass-By Trips			Net-New Trips		
										2-Way	In	Out	2-Way	In	Out
Proposed Land Use															
Coffee/Donut Shop with Drive-Thru Window	937	1,000 Square Feet	38.99	NA	1,982	77	39	39	55%	43	21	21	35	17	17

Analysis Period

Based upon the trip generation rates in the tables provided in the section above, this project will generate more trips in the AM Peak-Hour than in the PM Peak-Hour. Thus, the analysis period selected for the potential use is the AM Peak-Hour.

Internal Capture/Pass-by Capture/Diverted Trips

No consideration will be given to Internal Capture or Diverted Trips as a part of the analysis for this project. Consideration will be given to Pass-by Capture.

Trip Distribution/Assignment

Trips were distributed based upon existing turning movement counts.

Study Area

The study area was limited to the unsignalized intersection of Jones Bridge Road and the Shopping Center Driveway located approximately 475 feet southwest of the signalized intersection of Jones Bridge Road and Kimball Bridge Road / Abbotts Bridge Road (GA Hwy 120).

Traffic Volume Figures

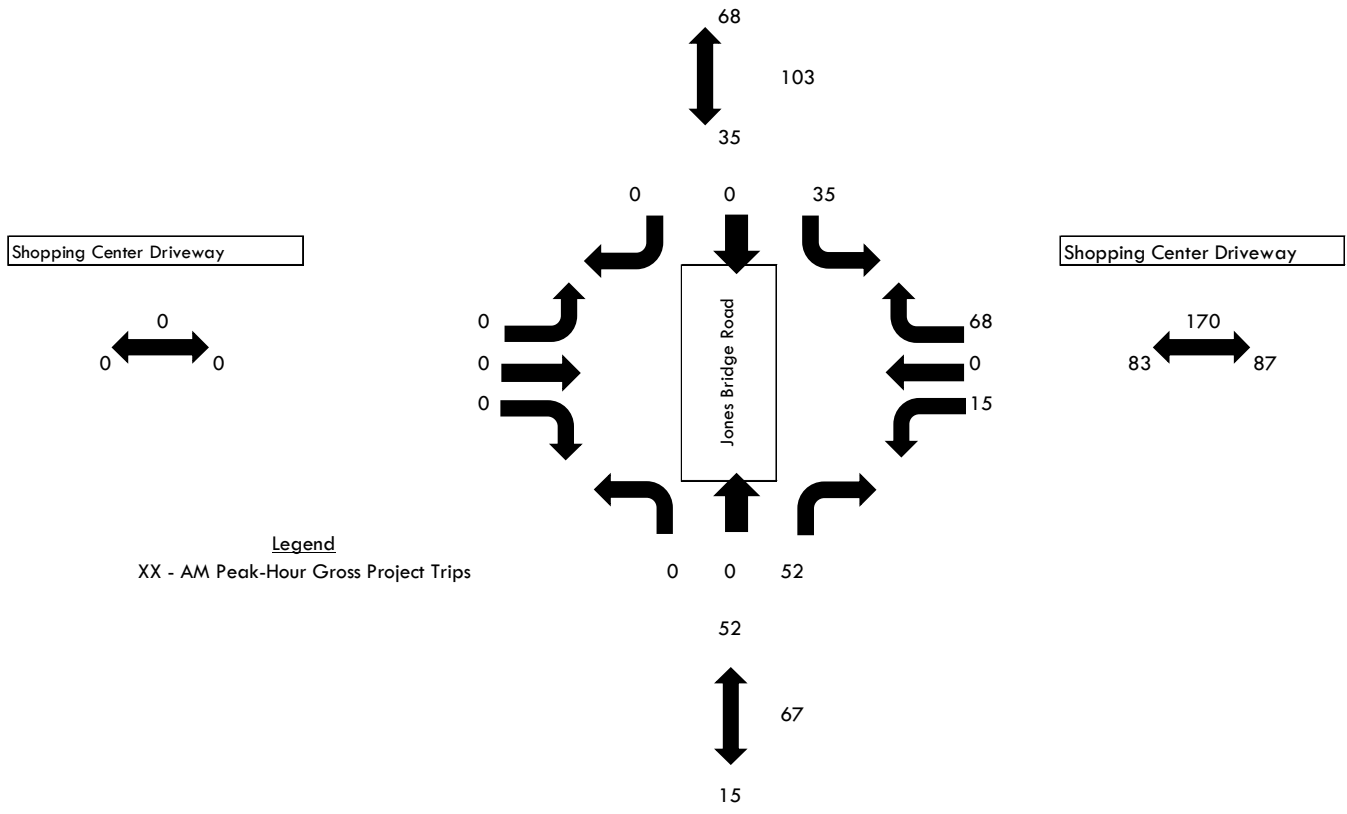
The figures that follow represent the following:

- 1) Project traffic volumes gross trips at study area intersection.
- 2) Existing Raw (unadjusted) traffic volumes
- 3) Existing RAW percentages of individual movements as compared to approaches for unadjusted traffic volumes
- 4) Future total traffic volumes (existing traffic + project trips)

These figures are provided for the study area intersection for the AM Peak-Hour.
Please see the figures that follow.

Estimated Project Trips AM Peak-Hour

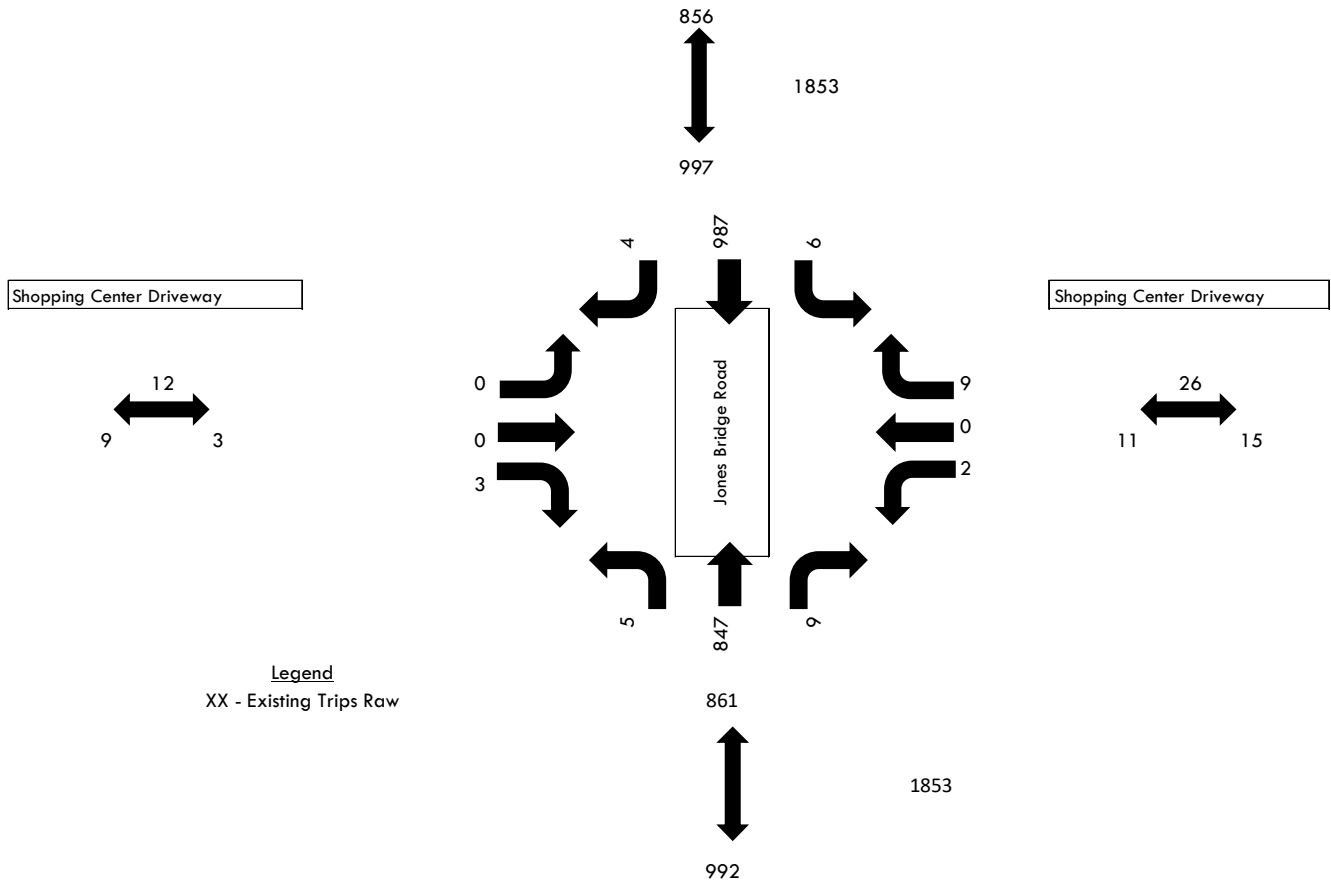
Jones Bridge Rd at Shopping Center Driveway located approximately 475 feet southwest of the signalized intersection of Jones Bridge Road and Kimball Bridge Road / Abbotts Bridge Road (GA Hwy 120)



This Space Intentionally Left Blank

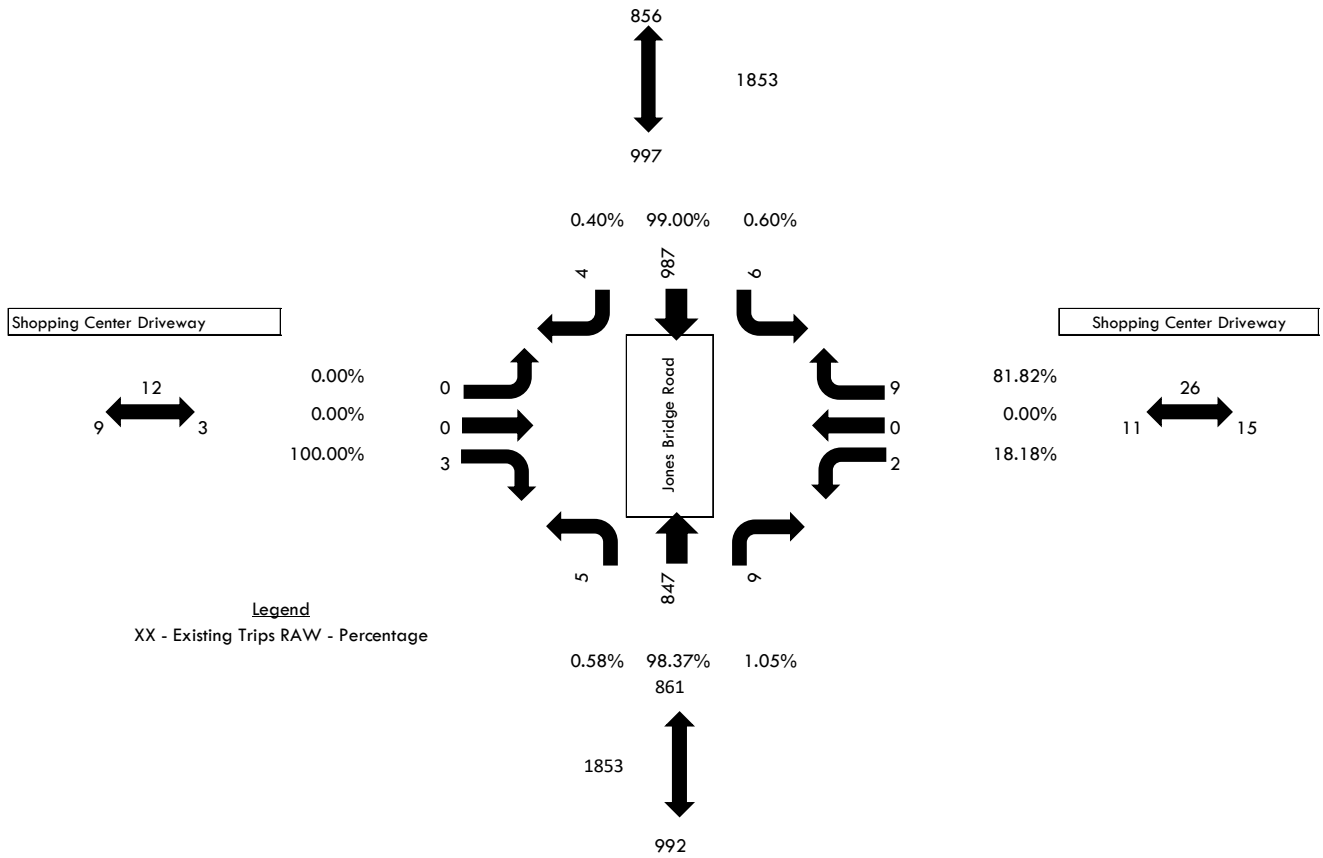
RAW Traffic Counts AM Peak-Hour

Jones Bridge Rd at Shopping Center Driveway located approximately 475 feet southwest of the signalized intersection of Jones Bridge Road and Kimball Bridge Road / Abbotts Bridge Road (GA Hwy 120)



This Space Intentionally Left Blank

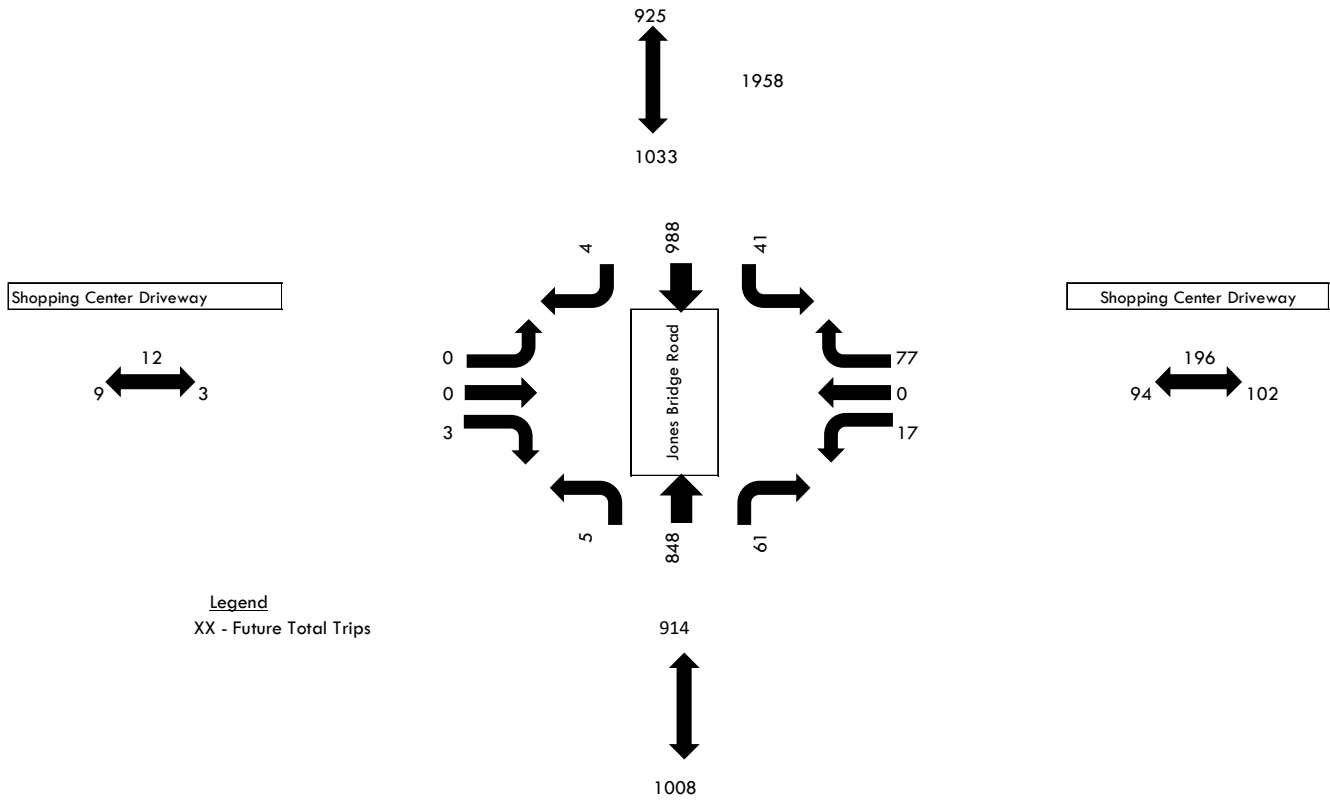
RAW Traffic Counts Percentages AM Peak-Hour
Jones Bridge Rd at Shopping Center Driveway located approximately 475 feet southwest of the signalized intersection of Jones Bridge Road and Kimball Bridge Road / Abbotts Bridge Road (GA Hwy 120)



This Space Intentionally Left Blank

Future Total Traffic Volumes AM Peak-Hour

Jones Bridge Rd at Shopping Center Driveway located approximately 475 feet southwest of the signalized intersection of Jones Bridge Road and Kimball Bridge Road / Abbotts Bridge Road (GA Hwy 120)



This Space Intentionally Left Blank

Intersection Analysis

An intersection analysis was conducted for the AM Peak-Hour at the following unsignalized intersection within the study area:

- Intersection of Jones Bridge Rd and Main Shopping Center Driveway

An Operational Analysis of the intersection was performed using SYNCHRO software. The calculations were performed for the Future Total traffic conditions that included the estimated project traffic volumes. Table 4 summarizes the analysis for the AM Peak-Hour period. The intersection analysis is summarized in text in the paragraph below the table.

Table 4 Future Total Intersection Volume to Capacity Ratio

Intersection	Analysis Period	Direction	Volume to Capacity Ratio					
			Left	Through/Left Shared	Through	Left/Through/Right Shared	Through/Right Shared	Right
Jones Bridge Road and Shopping Center	AM	SB	0.07	-	0.43	-	0.22	-
		WB	-	-	-	-	0.97	-
		NB	0.01	-	0.37	-	0.22	-
		EB	-	-	-	0.01	-	-

Jones Bridge Road and Shopping Center Driveway

This intersection is unsignalized. The unsignalized intersection analysis indicates that all the movements at this intersection should operate with a v/c ratio of less than 1.0 during the AM Peak-Hour under the future total traffic conditions, as shown in Table 4 above. The westbound movements assume a worst-case scenario where all exiting vehicles from the proposed project use the shopping center driveway located approximately 475 feet southwest of the signalized intersection of Jones Bridge Road and Kimball Bridge Road / Abbotts Bridge Road (GA Hwy 120).

The proposed redevelopment project is an outparcel located within a Publix anchored shopping center. The shopping center has a total of four (4) driveway accesses. Two driveways are located along Jones Bridge Road 1) Unsignalized intersection located 475 +/- feet south of the signalized intersection of Jones Bridge Road and Kimball Bridge Road / Abbotts Bridge Road (GA Hwy 120) and 2) Unsignalized intersection located 1022 +/- feet south of the signalized intersection of Jones Bridge Road and Kimball Bridge Road / Abbotts Bridge Road (GA Hwy 120).

The other two driveways are located along Abbotts Bridge Road (GA Hwy 120) 1) Unsignalized intersection located 135 +/- feet east of the signalized intersection of Jones Bridge Road and Kimball Bridge Road / Abbotts Bridge Road (GA Hwy 120) and 2) Signalized intersection located 625 +/- feet east of the signalized intersection of Jones Bridge Road and Kimball Bridge Road / Abbotts Bridge Road (GA Hwy 120). However, it is unlikely that project patrons will use this driveway as a motorist would need to travel through the Burger King parking lot.

While the intersection analysis above provides a worst-case scenario of all entering and exiting vehicles using the driveway located 475 +/- feet south of the signalized intersection of Jones Bridge Road and Kimball Bridge Road / Abbotts Bridge Road (GA Hwy 120), there are three other driveways that patrons of the proposed use could use to gain access to the adjacent thoroughfare network.

This Space Intentionally Left Blank

Queuing Analysis

Entering Vehicles

An evaluation of the AM Peak-Hour queue was prepared for the proposed use. Based upon the square footage of the use and ITE Trip Generation 11th Edition, an estimated 87 vehicles will arrive at the project during the AM Peak-Hour. Based upon a report conducted by Quantum Real Estate Advisors, Inc. in April 2021, an estimated 70 percent of these vehicles (61) will use the drive-thru lane while 30 percent of the vehicles (26) will park and order food inside the store. The Quantum Real Estate Advisors report for a Starbucks use was used as the Dunkin' Donuts analysis did not provide the split between drive-thru patrons and dine-in patrons. The Quantum Real Estate Advisors report is provided in the Appendix of this report.

Arriving vehicles from Jones Bridge Road will enter the shopping center driveway located 475 +/- feet south of the signalized intersection of Jones Bridge Road and Kimball Bridge Road / Abbotts Bridge Road (GA Hwy 120) and travel 170 +/- feet southeast to the intersection with the first drive aisle. Motorists will then turn left and travel 145 +/- feet to the northeast to the outparcel's access. Motorists will then turn left entering the site and navigate to the drive-thru lane. Motorists will enter the drive-thru lane and progress counterclockwise around the building placing their order at the order kiosk and picking up their food at the drive-thru window. The total distance from the outparcel entrance to the drive-thru window is 330 feet. The total distance of the inside lane is 147 feet. Once the customers have ordered at the individual kiosks, vehicles will merge into a single lane to pick up their order. The Dunkin' Donuts will also have a Bypass Lane. If a large order or a problem arises, Dunkin' Donuts staff can direct a customer to the Bypass Lane. This Bypass Lane will allow staff to continue to serve other customers and process the queue while the customer stays near staff who can bring the order out to the vehicle when the order is ready.

The total on parcel queue storage available is 477 feet (330 feet + 147 feet = 477 feet). Assuming 25 feet per car, this length can accommodate 19.08 vehicles onsite. If vehicles spill back off the outparcel, they will have additional queue storage in the drive aisles within the shopping center parking lot. There is 145 +/- feet of potential storage on the southern portion of the "Inter Parcel Access" drive aisle as described on the concept plan. If the queue spills back beyond the "Inter Parcel Access" there is an additional 170 +/- feet of space located on the "Access to Jones Bridge Road" driveway as described on the concept plan. This area is not meant for queue storage of vehicles, the analyst is only demonstrating a worst-case scenario of maximum queue spillback distance prior to impacting the adjacent thoroughfare facility. If all the above areas were considered for maximum queue, the distance would be 792 feet (477 feet + 145 feet + 170 feet = 792 feet). Assuming 25 feet per car, this length can accommodate 31.68 vehicles which represents 36.41% of all of the vehicles arriving to the site in the AM Peak-Hour. Describing this in a different manner, this maximum queue distance could accommodate all vehicles arriving to the site for 21.8 minutes if no vehicles left queue by receiving service (60 minutes * 36.41% = 21.8 minutes).

Based upon data provided by the restaurant operator, it is anticipated that the service time for customers will be 160 seconds per vehicle. However, the service time should not be evaluated based upon a single order kiosk. The Dunkin' Donuts will have two ordering kiosk that will allow two separate orders to be prepared concurrently. If the Dunkin' Donuts only had one order kiosk, the maximum number of vehicles that could be served in one hour with a 160 second service time per vehicle would be 22.5 vehicles (3,600 seconds / 160 second service time = 22.5). However, this is not the case. The addition of a second ordering kiosk will allow much faster processing of the queue. Although the 160 second service time is not proposed to change, the two order kiosks will allow staff to overlap the preparation of orders. Thus, two customers can order at the same time (two separate order kiosks) and the first will receive their order in 160 seconds. The second customer's order will also be ready in 160 seconds. However, they will be delayed by an estimated 10 second roll up time. Thus, two customers will be served in 170 seconds (160 second service time + 10 second roll up time for customer #2). This is an average of serving one customer each 85 seconds (170 / 2 = 85). Evaluating this over the same one-hour period would allow for the servicing of 42 vehicles (3,600 seconds / 85 second service time = 42.35). Again, the 85 second service time is the average time of two orders with a 160 second service time plus a 10 second roll up time.

As stated before, an estimated 87 vehicles will arrive at the site during the AM Peak-Hour (61 vehicles will use the drive-thru lane (70%) while 26 will park and order food inside the store (30%)). Based upon the estimated service times provided by the operator and the calculations above, 42 vehicles will be able to be processed within one hour. At the end of the AM Peak-Hour an estimated 19 vehicles will be in queue. As mentioned before, the maximum number of vehicles that can be accommodated on the outparcel is 19. The 19 vehicles remaining in queue at the end of the AM Peak-Hour represent 100% occupancy of the queue space available on site. Thus, it is likely that the queue will spill back into the “Inter Parcel Access” drive aisle where there is additional queue storage for five (5) vehicles (145 feet / 25 feet = 5.8) to the south.

It is important to note that this analysis assumes a worst-case scenario of all vehicles arriving from the shopping center driveway located 475 +/- feet south of the signalized intersection of Jones Bridge Road and Kimball Bridge Road / Abbotts Bridge Road (GA Hwy 120). Abbotts Bridge Road is a heavily travelled thoroughfare that has direct access with a dedicated left-turn lane into the shopping center. The proposed use is likely to receive patron trips accessing the site from this driveway as well as from the shopping center driveway access to the south on Jones Bridge Road. It is also important to note that the Abbott Village shopping center has a significant amount of potential onsite queue storage via various drive aisles. During times of heavy queues some patrons who intended to make a drive-thru transaction modify their behavior and change from a drive-thru transaction to a transaction where they park and enter the building to place their order.

Exiting Vehicles

The driveway located 475 +/- feet south of the signalized intersection of Jones Bridge Road and Kimball Bridge Road / Abbotts Bridge Road (GA Hwy 120) is a free-flowing driveway that allows continuous movement into the site for a total distance of approximately 365 feet. The driveway is oriented southeast-northwest. The first cross drive aisle is located at approximately 170 feet from the driveway’s northwest bound stop bar and is oriented northeast-southwest. It is highly unlikely that a conflict will occur at this junction as the proposed use is anticipated to have significant traffic volumes during the AM Peak-Hour while the other shopping center uses are anticipated to have relatively low traffic volumes as shown by the turning movements collected on April 9, 2024. Based upon those counts (as illustrated on Page 7 of this report) there are only 15 entering vehicles and 11 exiting vehicles for all other shopping center uses during the AM Peak-Hour.

The Applicant collected AM Peak-Hour queue data every two minutes for the site on April 9, 2024. Based upon the data collected, the highest queue observed was one (1) vehicle which occurred only once during the 7:00am to 9:00am period analyzed. Thus, there is no current issue with queuing on the site resulting from existing AM Peak-Hour conditions. The AM Peak-Hour Snapshot Queue is provided in the Appendix of this report.

The analyst entered the existing turning movement counts collected on April 9, 2024 and overlaid the estimated entering and exiting trips for the proposed project in the Synchro software. Based upon the Synchro software analysis, the 95th percentile westbound queue during the AM Peak-Hour is estimated at 208 feet. It should be noted that vehicles in queue will be contained entirely on the shopping center parcel and are not anticipated to adversely impact any vehicular movements entering the site from the public thoroughfare network. While the analysis presented in this report reflects a worst-case scenario of all vehicles entering the shopping center site and exiting the site from one driveway, there are three (3) other driveways that business patrons can use to exit from the shopping center.

The maximum exiting queue distance from the drive aisle labeled “inter parcel access” to the westbound stop bar located just east of Jones Bridge Road is approximately 170 feet. The maximum queue distance from the project’s southernmost access along “inter parcel access” to the drive aisle connection labeled “access to Jones Bridge Road” is approximately 145 feet. Thus, the total maximum queue distance for exiting movements from the outparcel to the stop bar located just east of Jones Bridge Road is approximately 315 feet (170 feet + 145 feet = 315 feet). Thus, if only one access could be used for exiting vehicles, the maximum queue length of 315 feet (170 feet + 145 feet = 315 feet) could accommodate the 95th percentile queue as described in the Synchro software analysis (see Appendix of this report).

Multi-Modal Inventory

Bicycle lanes do not exist immediately adjacent to the site. Sidewalks do exist immediately adjacent to the site. The site does appear to be located on a public transit route.

Trip Generation and Queuing Analysis Conclusion

This development is not projected to create adverse transportation impacts on the public thoroughfare roadways adjacent to the shopping center. It is acknowledged that the proposed redevelopment is anticipated to increase the number of vehicles entering and exiting the shopping center driveway located 475 +/- feet south of the signalized intersection of Jones Bridge Road and Kimball Bridge Road / Abbotts Bridge Road (GA Hwy 120) during the AM Peak-Hour. Although the proposed redevelopment is anticipated to create an exiting queue during the AM Peak-Hour, that queue will be fully contained on the shopping center parcel in drive aisles. There is adequate stacking capacity on the site to accommodate vehicles during the AM Peak-Hour with respect to the service time for each vehicle entering and exiting the property. A spilling back of vehicles onto public rights-of-way does not appear likely under the AM Peak-Hour conditions.

Received
May 7, 2024
RZ-24-0005
Planning & Zoning

Professional Engineer's Certification

I hereby certify that I am a Licensed Professional Engineer practicing with Axis Infrastructure, LLC and that I have supervised the preparation of and approve the evaluations, findings, opinions, conclusions, and technical advice hereby reported for:

PROJECT: Coffee Shop with Drive-Thru Window Trip Generation and Queuing Analysis

LOCATION: 11605 Jones Bridge Road, Alpharetta, Georgia

The data and analysis in this document reflect Axis Infrastructure, LLC's best judgment considering the information available at the time of preparation. Any use which a third party makes of this report, or any reliance on or decisions made based on it, are the responsibilities of such third parties. Axis Infrastructure, LLC accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this report.

Luke Wemette, PE
Axis Infrastructure, LLC

May 3, 2024
Date

APPENDIX

Printable page

PARID: 11 055101980291
SUSO 4 ABBOTTS LP

NBHD: C106
11605 JONES BRIDGE RD

Parcel

Parcel ID:	11 055101980291
Property Location:	11605 JONES BRIDGE RD
Unit:	
City:	JOHNS CREEK
Neighborhood:	C106
Improvement Strata:	C1
Property Class:	C3
Land Use Code:	373-Retail - Single Occupancy
Living Units:	0
Acres:	.81
Zoning:	C1C-
Location	3
Fronting:	4 - 4
Parking Type:	1-OFF STREET
Parking Quantity:	2
Street 1/Street 2:	1-Paved/-
Topo 1/Topo2/Topo3:	1-LEVEL/-/-
Util1/Util2/Util3:	1-ALL PUBLIC/-/-

Legal

Tax District	57
--------------	----

Owners

Owners:	SUSO 4 ABBOTTS LP
---------	-------------------

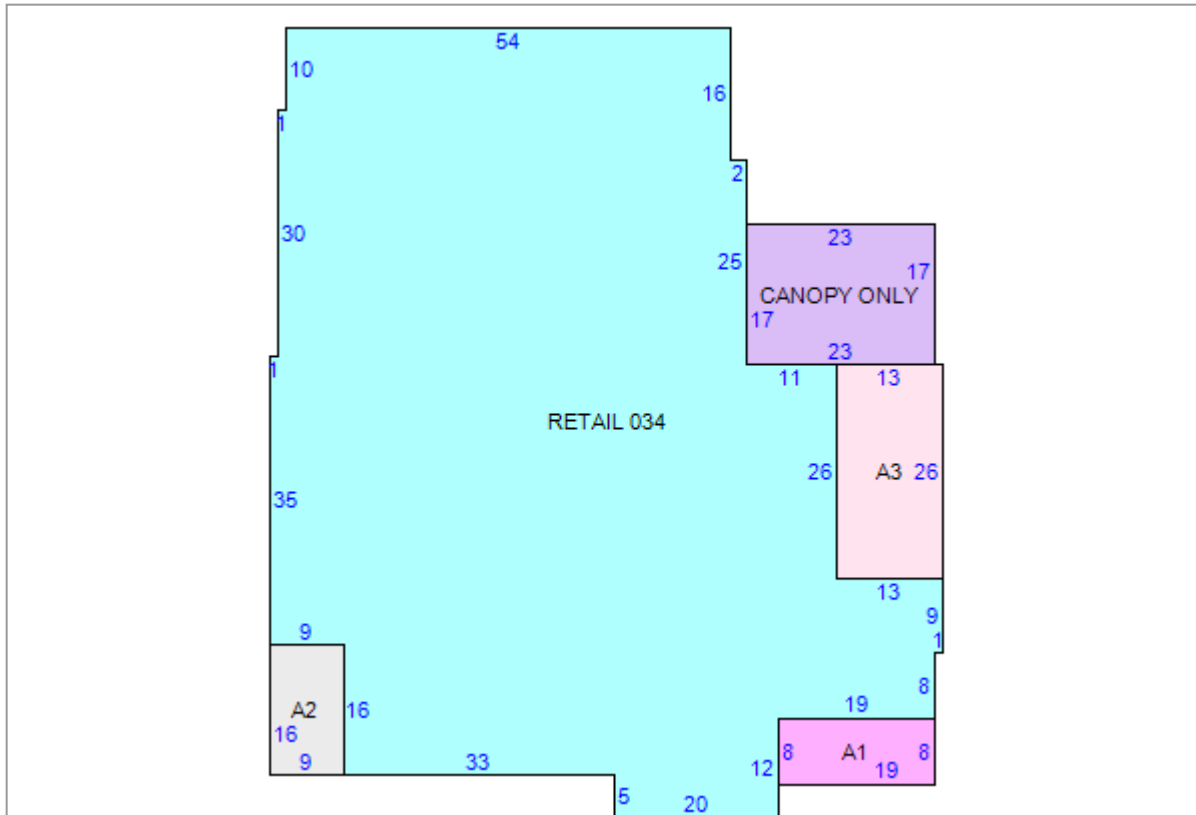
Mailing Address

Address	FUL Exmp Code	ATL Exmp Code
SUSO 4 ABBOTTS LP 121 KING ST W STE 200 TORONTO ON M5H 3T9		

Printable page

PARID: 11 055101980291
 SUSO 4 ABBOTTS LP

NBHD: C106
 11605 JONES BRIDGE RD



Item	Area
RETAIL 034 - 034:RETAIL STORE	5866
CANPY RF/SLB - CP6:CANOPY ROOF/SLAB	152
PAVING-ASP - PA1:PAVING-ASPHALT PARK	25000
CANOPY ONLY - CP5:CANOPY ONLY	144
CANPY RF/SLB - CP6:CANOPY ROOF/SLAB	338
CANOPY ONLY - CP5:CANOPY ONLY	391

Aerial of 11605 Jones Bridge Road, Alpharetta



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

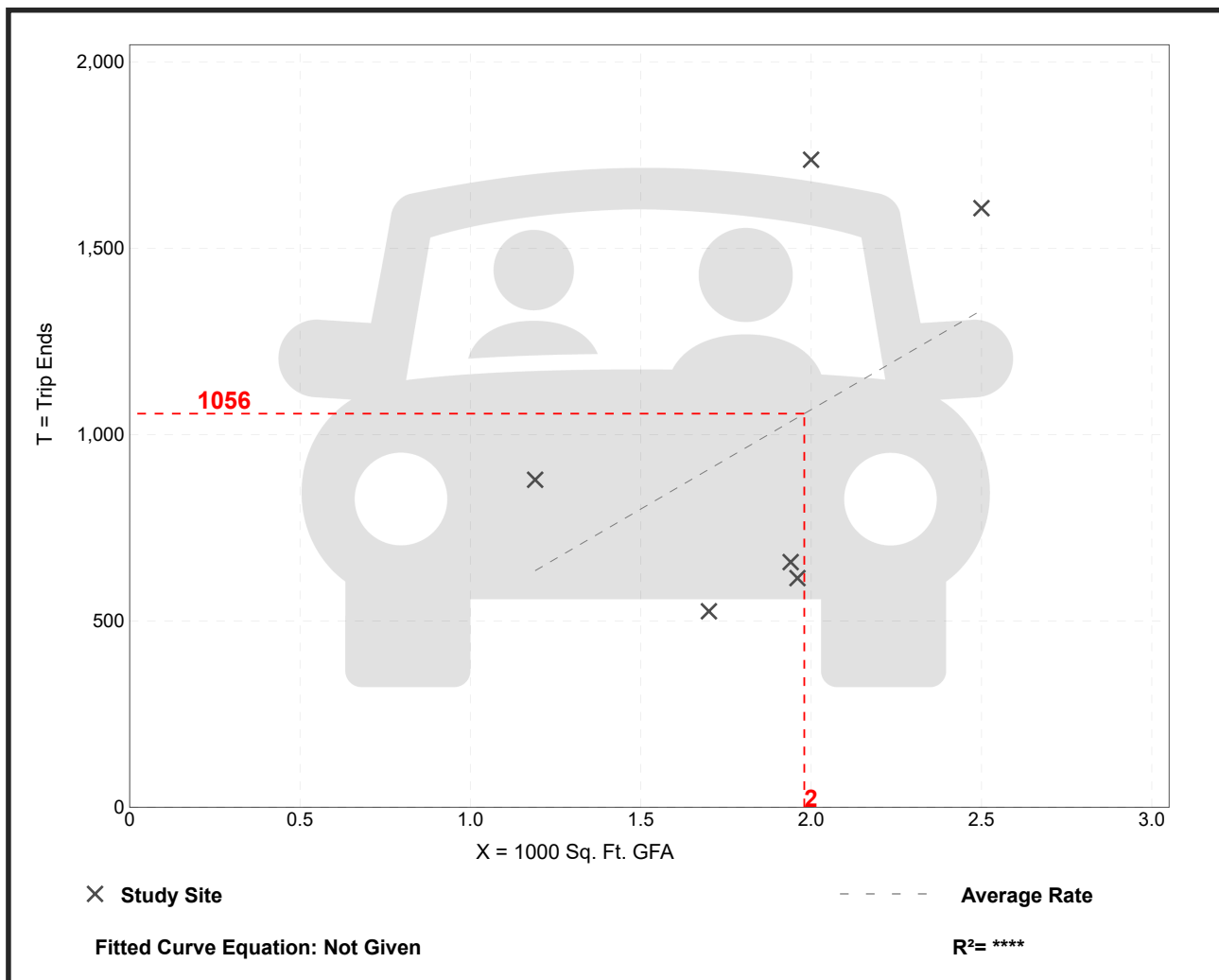
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 6
Avg. 1000 Sq. Ft. GFA: 2
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
533.57	309.41 - 869.00	243.65

Data Plot and Equation



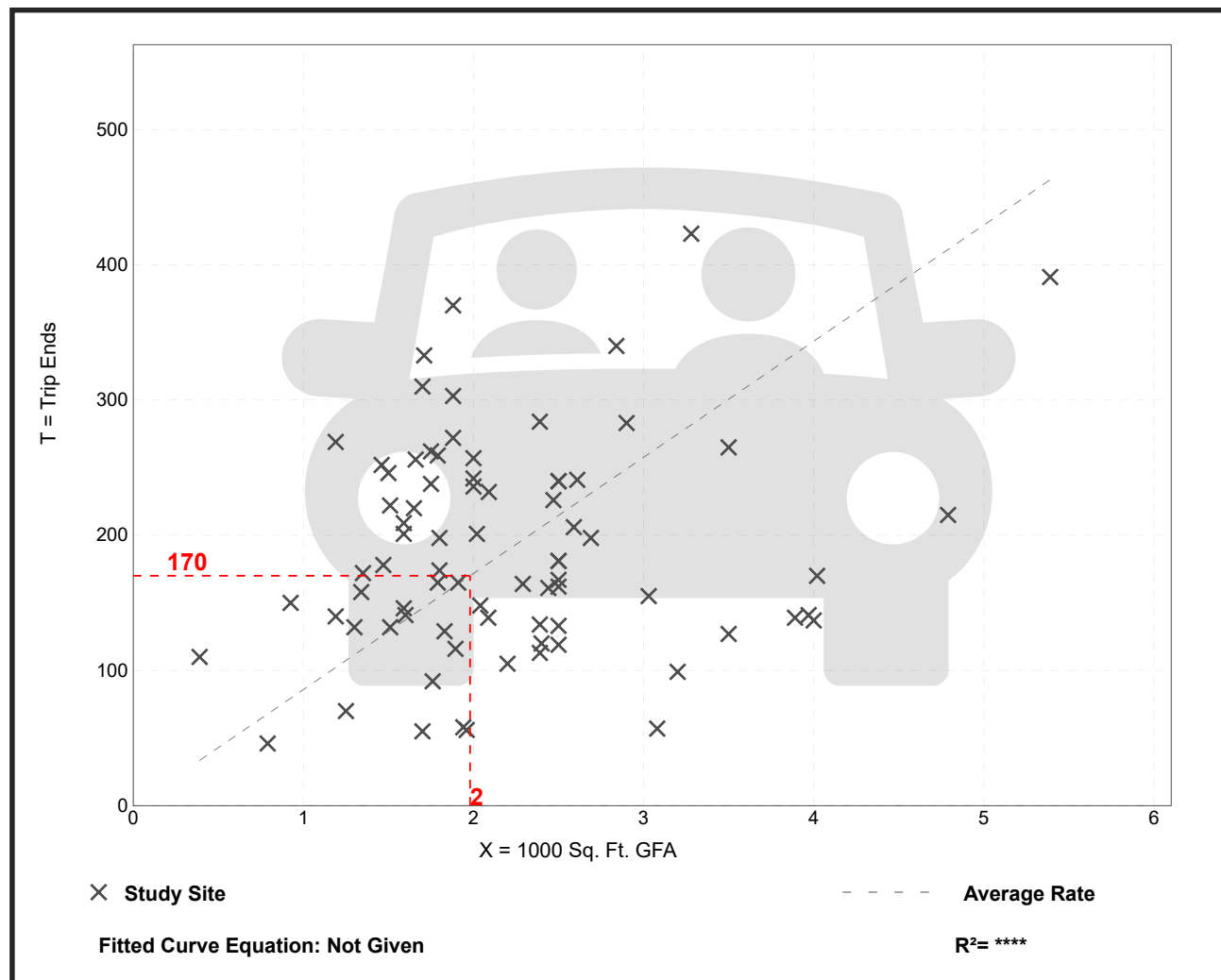
Coffee/Donut Shop with Drive-Through Window (937)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 78
 Avg. 1000 Sq. Ft. GFA: 2
 Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
85.88	18.51 - 282.05	44.92

Data Plot and Equation



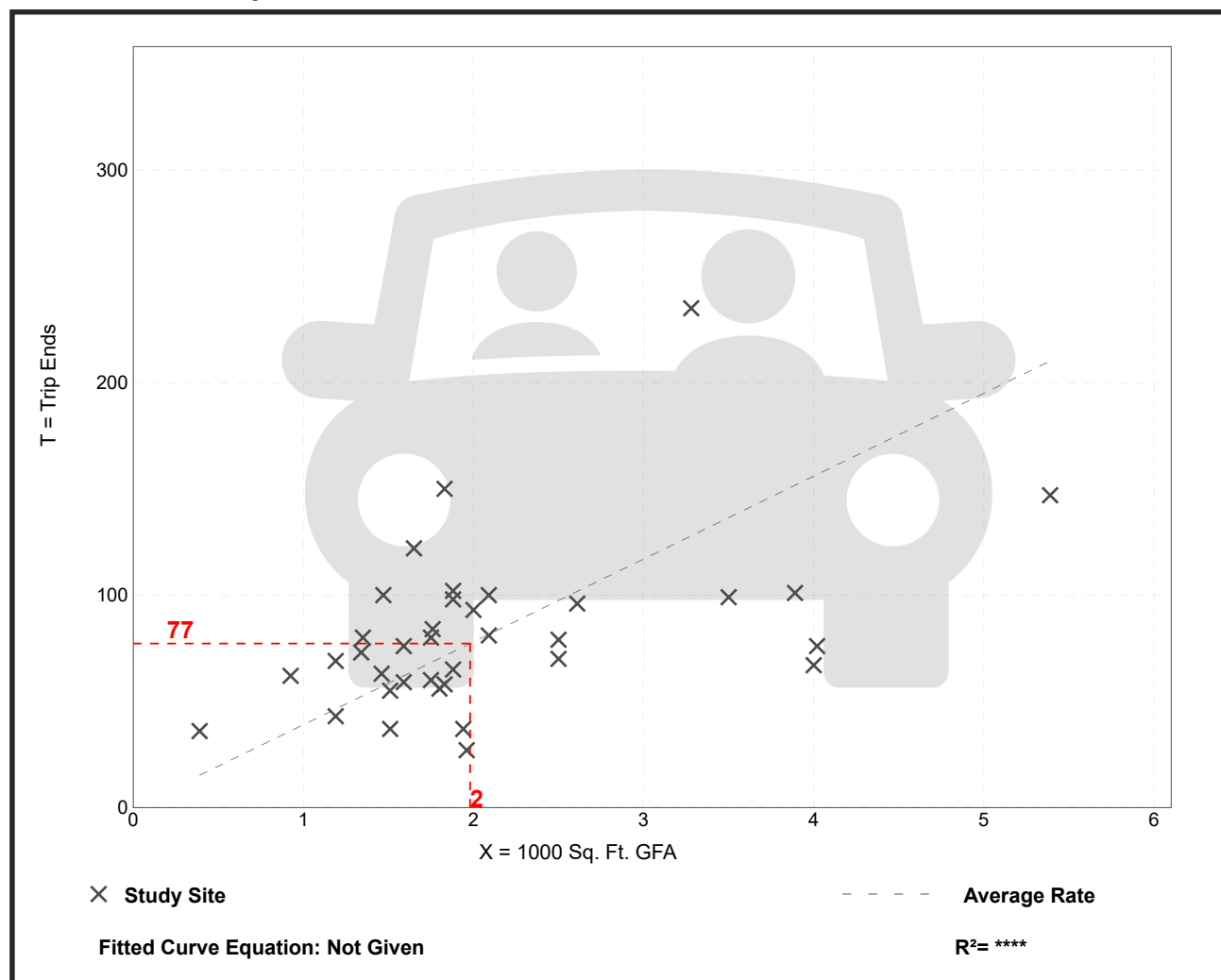
Coffee/Donut Shop with Drive-Through Window (937)

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: 36
 Avg. 1000 Sq. Ft. GFA: 2
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
38.99	13.78 - 92.31	17.79

Data Plot and Equation



Project ID: 24-180082-001

Location: Jones Bridge Rd & Abbotts Village Shopping Center Dwy
 City: Alpharetta

Day: Tuesday
 Date: 4/9/2024

Groups Printed - Cars, PU, Vans - Heavy Trucks

Start Time	Jones Bridge Rd Northbound						Jones Bridge Rd Southbound						Abbotts Village Shopping Center Dwy Eastbound						Abbotts Village Shopping Center Dwy Westbound						Int. Total	
	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total		
7:00 AM	3	139	3	0	0	145	0	92	0	0	0	92	0	0	0	0	0	0	0	2	0	1	0	0	3	240
7:15 AM	0	157	3	0	0	160	0	170	0	1	0	171	0	0	0	0	0	0	0	1	0	1	0	0	2	333
7:30 AM	0	179	2	0	0	181	1	276	0	1	0	278	0	0	1	0	0	1	1	0	0	0	0	1	461	
7:45 AM	1	232	3	0	0	236	0	252	1	0	0	253	0	0	0	0	1	0	0	0	0	1	0	0	1	490
Total	4	707	11	0	0	722	1	790	1	2	0	794	0	0	1	0	1	1	4	0	3	0	0	7	1524	
8:00 AM	2	216	3	0	0	221	4	259	0	0	0	263	0	0	1	0	0	1	0	0	6	0	0	6	491	
8:15 AM	2	220	1	0	0	223	0	200	3	0	0	203	0	0	1	0	0	1	1	0	2	0	0	3	430	
8:30 AM	1	202	2	1	0	206	5	155	1	1	0	162	1	0	0	0	0	1	1	0	4	0	0	5	374	
8:45 AM	7	276	2	0	0	285	4	171	2	1	0	178	3	0	3	0	0	6	0	1	4	0	0	5	474	
Total	12	914	8	1	0	935	13	785	6	2	0	806	4	0	5	0	0	9	2	1	16	0	0	19	1769	

BREAK

Grand Total	16	1621	19	1	0	1657	14	1575	7	4	0	1600	4	0	6	0	1	10	6	1	19	0	0	26	3293
Apprch %	1.0	97.8	1.1	0.1	0.0		0.9	98.4	0.4	0.3	0.0		40.0	0.0	60.0	0.0	10.0		23.1	3.8	73.1	0.0	0.0		
Total %	0.5	49.2	0.6	0.0	0.0	50.3	0.4	47.8	0.2	0.1	0.0	48.6	0.1	0.0	0.2	0.0	0.0	0.3	0.2	0.0	0.6	0.0	0.0	0.8	
Cars, PU, Vans	16	1591	15	1		1623	13	1523	6	4		1546	4	0	4	0		8	6	1	13	0		20	3197
% Cars, PU, Vans	100.0	98.1	78.9	100.0		97.9	92.9	96.7	85.7	100.0		96.6	100.0	0.0	66.7	0.0		80.0	100.0	100.0	68.4	0.0		76.9	97.1
Heavy trucks	0	30	4	0		34	1	52	1	0		54	0	0	2	0		2	0	0	6	0		6	96
%Heavy trucks	0.0	1.9	21.1	0.0		2.1	7.1	3.3	14.3	0.0		3.4	0.0	0.0	33.3	0.0		20.0	0.0	0.0	31.6	0.0		23.1	2.9

Project ID: 24-180082-001

Location: Jones Bridge Rd & Abbotts Village Shopping Center
 City: Alpharetta

PEAK HOURS

Day: Tuesday
 Date: 4/9/2024

AM

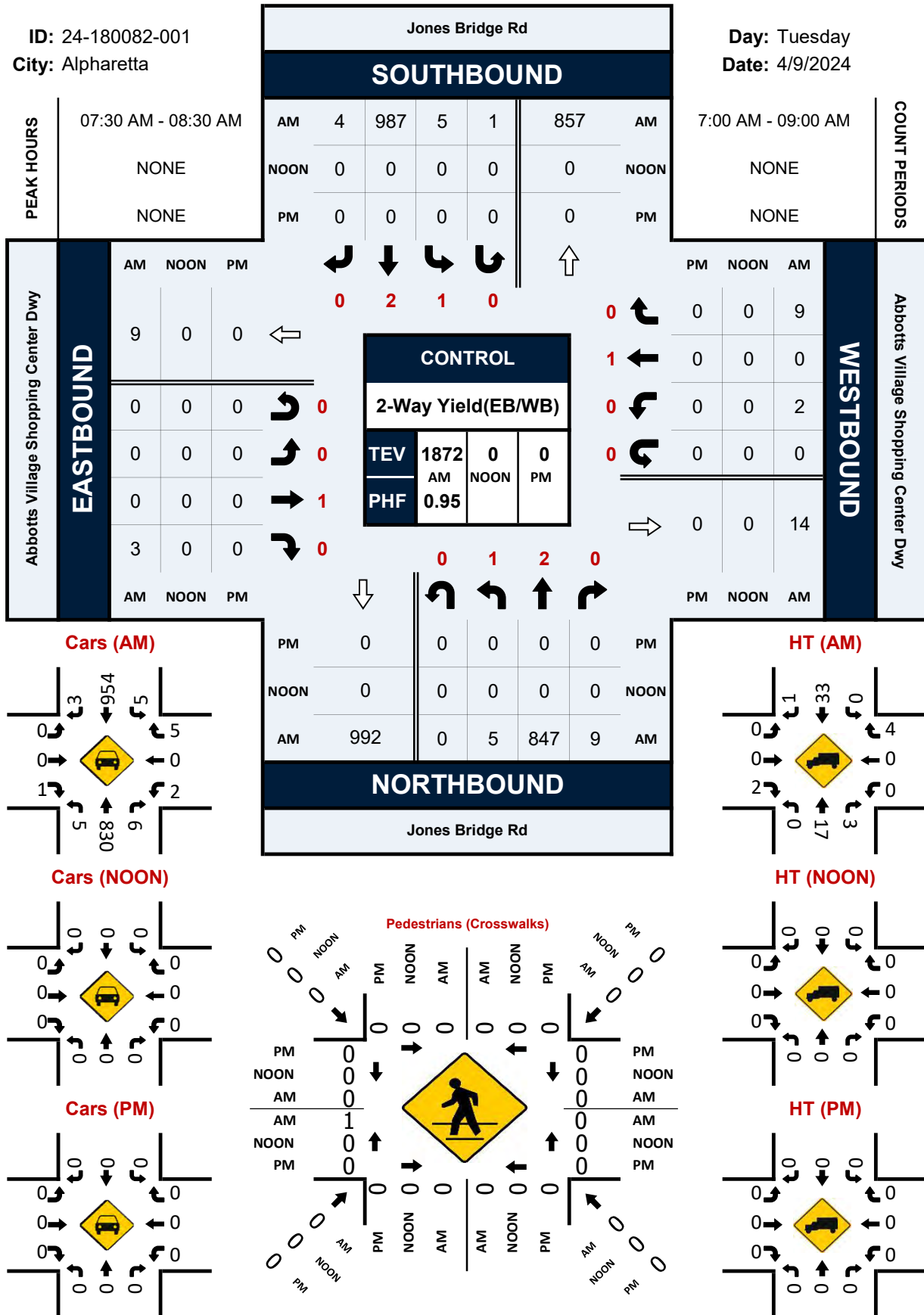
Start Time	Jones Bridge Rd Northbound					Jones Bridge Rd Southbound					Abbotts Village Shopping Center Dwy Eastbound					Abbotts Village Shopping Center Dwy Westbound					Int. Total				
	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total					
Peak Hour Analysis from 07:00 AM - 09:00 AM																									
Peak Hour for Entire Intersection Begins at 07:30 AM																									
7:30 AM	0	179	2	0	181	1	276	0	1	278	0	0	1	0	1	1	0	0	0	0	1				461
7:45 AM	1	232	3	0	236	0	252	1	0	253	0	0	0	0	0	0	0	1	0	1				1	490
8:00 AM	2	216	3	0	221	4	259	0	0	263	0	0	1	0	1	0	0	6	0	6				6	491
8:15 AM	2	220	1	0	223	0	200	3	0	203	0	0	1	0	1	1	0	2	0	3				3	430
Total Volume	5	847	9	0	861	5	987	4	1	997	0	0	3	0	3	2	0	9	0	11				11	1872
% App. Total	0.6	98.4	1.0	0.0	100	0.5	99.0	0.4	0.1	100	0.0	0.0	100.0	0.0	100	18.2	0.0	81.8	0.0	100					
PHF	0.912					0.897					0.750					0.458					0.953				
Cars, PU, Vans	5	830	6	0	841	5	954	3	1	963	0	0	1	0	1	2	0	5	0	7				7	1812
% Cars, PU, Vans	100.0	98.0	66.7	0.0	97.7	100.0	96.7	75.0	100.0	96.6	0.0	0.0	33.3	0.0	33.3	100.0	0.0	55.6	0.0	63.6				63.6	96.8
Heavy trucks	0	17	3	0	20	0	33	1	0	34	0	0	2	0	2	0	0	4	0	4				4	60
%Heavy trucks	0.0	2.0	33.3	0.0	2.3	0.0	3.3	25.0	0.0	3.4	0.0	0.0	66.7	0.0	66.7	0.0	0.0	44.4	0.0	36.4				36.4	3.2

Jones Bridge Rd & Abbotts Village Shopping Center Dwy

Peak Hour Turning Movement Count

ID: 24-180082-001
City: Alpharetta

Day: Tuesday
Date: 4/9/2024



**QSR DRIVE-THRU SECTOR
APRIL 2021**



Real Estate Advisors, Inc.

www.QREAdvisors.com

QUANTUM PULSE: DRIVE-THRU



**DRIVE
THRU**
←

DRIVE-THRU FAST FACTS

- There is an estimated 200,000+ drive-thru operations across the U.S. in 2020.
- Americans visit drive-thru lanes about 6 billion times each year according to some statistics.
- 60% to 70% of most fast food sales come from drive-thru sales. Satisfying experience is key to maintain figures especially during pandemic.
- Drive-thru sales represent 70% of fast food sales which generates billions of dollars for the industry each month.
- According to the NPD Group, 57% of hamburger fast food customers use the drive-thru lane, 40% with Mexican QSRs, and 38% of chicken fast food customers went straight to drive-thru lanes.
- 34% of customers eat on-site at QSR Mexican restaurants with drive-thru, while 26% prefer takeouts. Chicken chains have 25% dining in with 36% order to go.

BRAND	OVERALL EXPERIENCE	SPEED OF SERVICE	FRIENDLINESS OF STAFF	CLEANLINESS AND SANITATION	MENU ITEM AVAILABILITY	QUALITY OF MENU ITEMS ORDERED	ORDER ACCURACY
Chick-fil-A	93	93	94	93	92	94	95
Arby's	91	91	87	82	93	92	91
Culver's	91	91	90	88	89	90	89
Panera Bread	91	89	92	93	91	92	91
Dunkin'	90	89	89	88	87	88	87
Wendy's	90	90	86	84	90	91	90
Starbucks	89	87	90	90	88	91	93
Hardee's/Carl's Jr.	89	88	86	84	89	87	90
Dairy Queen	89	89	87	82	88	89	92
Burger King	87	86	82	76	88	88	88
Checkers/Rally's	86	86	76	78	86	89	84
Taco Bell	86	86	85	83	88	84	88
Jack in the Box	84	84	84	81	88	84	84
Bojangles	83	85	81	76	85	89	89
McDonald's	83	85	82	81	84	85	84
KFC	82	81	82	79	83	84	83
Popeyes	80	80	80	78	82	85	85

TOP DRIVE-THRU STATES



Source: QSR (2020 Drive-thru Survey)

TENANT SPOTLIGHT: CHICK-FIL-A



Chick-fil-A thrived in 2020 with its loyal customer base and drive-thru.



CHICK-FIL-A OPERATIONAL HIGHLIGHTS

- 60% of Chick-fil-A's drive-thrus have employees taking orders outside the queue. This was optimized using video technology and handheld tablets to take orders.
- In 2019, Chick-fil-A focused heavily on drive-thru, mobile ordering and contactless payments.
- Thrived with its drive-thru and loyalty of its customer base.
- Chick-fil-A will be slimming down its menu offerings particularly its breakfast options and fewer size options. Similar efforts have been seen at other QSRs in an effort to streamline operations and decrease drive-thru times.

CAP RATES & YTD VS. Q4 2020 COMPARISON

- Cap rates for Chick-fil-A dropped by 18 basis points from 3.82% in Q420 to 4.00% YTD. Asking sale prices have decreased to \$2,420,000 down (\$600,536) from Q420 comps averaging \$3,020,536. Current inventory stands at 9 units available, days on the market has decreased to 110 days YTD vs 130 days in Q420.

CHICK-FIL-A MARKET INVENTORY

- US STORE COUNT: 2,671+
- # OF UNITS ON MARKET: 9
- AVG ASK PRICE: \$5,652,102
- AVG CAP ASKING RATE: 3.6%
- AVG ASKING PRICE/SF: \$1,302
- DAYS ON MARKET: 164 Days

Source: Costar

	2020 YE 44 TRANSACTIONS	2021 YTD 5 TRANSACTIONS	Variance
CAP Rate	4.00%	4.00%	-
PSF	\$612.03/SF	\$466.28/SF	↓ \$145.75/SF
Sale Price	\$2,900,000	\$2,420,000	↓ \$480,000
Days on Market	134	110	↓ 24
Sale Price to Asking Price Ratio	98.01%	98.13%	↑ 0.12%

TENANT SPOTLIGHT: DUNKIN'

DUNKIN'

Q3 2020 U.S. comparable store sales growth of 0.9%, improved sequentially for each month of the quarter.



DUNKIN' OPERATIONAL HIGHLIGHTS

- Dunkin' introduced the concept of a drive-thru mobile order window in 2018, exclusively for those who ordered through the mobile app. Customers who ordered using the app went directly to the "Mobile Order Pick Up" lane to avoid jamming up line for customers ordering in real time.
- Roughly 64% of Dunkin' locations are equipped with drive-thru facilities. Nearly 80% in Midwest, South and Western regions. At the peak of the pandemic, a majority of non drive-thru locations were closed.
- Dunkin' had a number of closures, predominately limited menu Speedway locations. The chain is working with franchisees to "raise the bar", reinvesting in the brand, relocating to higher traffic areas & deploying the Next Generation model.

CAP RATES & YTD VS. Q4 2020 COMPARISON

- Cap rates for Dunkin' compressed 90 basis points from 6.05% in Q4 2020 to 5.15% YTD. Asking sale prices have decreased to \$1,260,000, down (\$376,364) from Q420 comps averaging \$1,636,364. Current inventory stands at 12 units available, days on the market has decreased to 72 days YTD vs 189 days in Q420.
- Property transactions from Q420 decreased from 20 sales, down to 13 sales in Q121. Sale prices PSF decreased by (\$45.01) to \$628.07 from \$673.08 PSF the quarter prior. Sale price to asking price ratios have decreased slightly, closing at 98.03% of asking prices, down (1.62%) from the previous quarter.

DUNKIN' MARKET INVENTORY

- US STORE COUNT: 9,100+
- # OF UNITS ON MARKET: 12
- AVG ASK PRICE: \$1,743,931
- AVG CAP ASKING RATE: 5.20%
- AVG ASKING PRICE/SF: \$864
- DAYS ON MARKET: 237 Days

Source: Costar

	2020 YE 59 TRANSACTIONS	2021 YTD 13 TRANSACTIONS	Variance
CAP Rate	6.03%	5.15%	↑ 88 Basis Points
PSF	\$646.36/SF	\$628.07/SF	↓ \$18.29SF
Sale Price	\$1,470,000	\$1,260,000	↓ \$210,000
Days on Market	151	72	↓ 79
Sale Price to Asking Price Ratio	97.80%	98.03%	↑ 0.23%

TENANT SPOTLIGHT: WENDY'S

Wendy's

Wendy's expects to hit 10% digital sales goal in 2021, three years ahead of schedule, in part driven by the pandemic.



WENDY'S OPERATIONAL HIGHLIGHTS

- Drive-thru sales upwards of 90% of overall sales mix in 2020. Q3 2020 same store sales rose 7% vs year prior, with the chain's new breakfast roll out accounting for 7% of total sales.
- End of Q4 2020, posted revenues of \$474.3M up 11% from \$427.2M the year prior.
- Same store sales increased 5.5% in Q4, and 2% for the full year. Wendy's anticipates breakfast to account for 10% of sales by the end of 2022.
- Discussions of potentially looking at drive-thru only restaurants with Smart 2.0 Design prototype testing underway.

CAP RATES & YTD VS. Q4 2020 COMPARISON

- Cap rates for Wendy's dropped by 65 basis points from 5.20% in Q420 to 5.85% YTD. Asking sale prices have decreased to \$1,679,500 down (\$391,750) from Q420 comps averaging \$2,071,250. Current inventory stands at 60 units available, days on the market has increased to 228 days YTD vs 147 days in Q420.
- Property transactions from Q420 decreased from 54 sales, down 22 sales in Q121. Sale prices PSF decreased by (\$173.57) to \$525.00 from \$698.57 PSF the quarter prior. Sale price to asking price ratios have decreased minimally by nearly a half percent, over the previous quarter, closing at 96.67% YTD.

WENDY'S MARKET INVENTORY

- US STORE COUNT: 5,890+
- # OF UNITS ON MARKET: 60
- AVG ASK PRICE: \$2,567,493
- AVG CAP ASKING RATE: 5.50%
- AVG ASKING PRICE/SF: \$784
- DAYS ON MARKET: 207 Days

Source: Costar

	2020 YE 172 TRANSACTIONS	2021 YTD 22 TRANSACTIONS	Variance
CAP Rate	5.30%	5.85%	↓ 55 Basis Points
PSF	\$714.29/SF	\$525.00/SF	↓ \$189.29/SF
Sale Price	\$2,140,000	\$1,679,500	↓ \$460,500
Days on Market	118	228	↑ 110
Sale Price to Asking Price Ratio	97.21%	96.67%	↓ 0.54%

TENANT SPOTLIGHT: STARBUCKS



Q1 FY21 Comparable sales declined 5%, driven by 21% in comparable transactions, offset by 19% ticket increase.



STARBUCKS OPERATIONAL HIGHLIGHTS

- Starbucks has drive-thrus at roughly 58% of company operated locations. Announced in 2019, it would include a drive-thru on 60% of new coffee shops to be built (pre-pandemic figures).
- Digital drive-thru screens installed at about 3,800 stores, using artificial intelligence “Deep Brew” for suggestive sales.
- 70% of customers go for drive-thru in Starbucks with car service while only a small percentage stayed inside.
- In the middle of 2020, Starbucks announced accelerating the expansion of Drive-thru, pickup and curbside offerings through its Starbucks App with over 19.4M Starbucks Reward members.
- Mobile ordering allowed Starbucks to improve “out-the-window” times, delivering positive comps in Q1 FY21.

CAP RATES & YTD VS. Q4 2020 COMPARISON

- Cap rates for Starbucks compressed 12 basis points from 5.12% in Q420 to 5.00% YTD. Asking sale prices have increased to \$2,550,000, up \$381,200 from Q420 comps averaging \$2,168,800. Current inventory stands at 50 units available, days on the market has decreased to 148 days YTD vs 188 days in Q420.
- Property transactions from Q420 decreased from 34 sales, down to 25 sales in Q121. Sale prices PSF increased by \$53.65 to \$1,040.72 from \$987.07 PSF the quarter prior. Sale price to asking price ratios have remained relatively flat with purchases closing at 97.82% of asking prices, down 0.53% from the previous quarter.

STARBUCKS MARKET INVENTORY

- US STORE COUNT: 14,760+
- # OF UNITS ON MARKET: 50
- AVG ASK PRICE: \$2,370,685
- AVG CAP ASKING RATE: 5.20%
- AVG ASKING PRICE/SF: \$1,126
- DAYS ON MARKET: 161 Days

Source: Costar

	2020 YE 117 TRANSACTIONS	2021 YTD 25 TRANSACTIONS	Variance
CAP Rate	5.00%	5.00%	-
PSF	\$1,011.03/SF	\$1,040.72/SF	↑ \$29.69/SF
Sale Price	\$2,223,529	\$2,550,000	↑ \$326,471
Days on Market	188	148	↓ 40
Sale Price to Asking Price Ratio	97.04%	97.82%	↑ 0.78%

TENANT SPOTLIGHT: BURGER KING



Burger King reported a 7.9% decline in same store sales while analysts expected a 4.5% decline Q1 2021.



BURGER KING OPERATIONAL HIGHLIGHTS

- Burger King announced re-introduction of its fan-favorite, French toast. The breakfast daypart across all QSRs have experienced decline during the pandemic due to work from home.
- Restaurant Brands to modernize 10,000 drive-thrus with predictive selling technology, remote & contactless payment, integration of loyalty program and other upgrades at Burger King and its other sister brands.
- Burger King has more than 6,500 drive-thrus. During the past quarter, drive-thru mix lifted to more than 85% of total sales versus 67% in 2019. (QSR)

CAP RATES & YTD VS. Q4 2020 COMPARISON

- Cap rates for Burger King compressed by 10 basis points from 5.78% in Q420 to 5.68% YTD. Asking sale prices have decreased to \$1,742,500, down (\$241,547) from Q420 comps averaged \$1,984,047. Current inventory stands at 75 units available, days on the market have decreased to 91 days YTD vs 146 days in Q420.
- Property transactions from Q420 increased from 61 sales, up 91 sales in Q121. Sale prices PSF prices slightly decreased by \$8.45/SF to \$533.81/SF from \$542.26 the quarter prior. Sale price to asking price ratios have remained on par with purchases closing at 96.00% of asking prices, down 0.19% from the previous quarter.

BURGER KING MARKET INVENTORY

- US STORE COUNT: 7,257+
- # OF UNITS ON MARKET: 75
- AVG ASK PRICE: \$1,978,271
- AVG CAP ASKING RATE: 5.60%
- AVG ASKING PRICE/SF: \$629
- DAYS ON MARKET: 190 Days

Source: Costar

	2020 YE 145 TRANSACTIONS	2021 YTD 37 TRANSACTIONS	Variance
CAP Rate	5.79%	5.68%	↑ 11 Basis Points
PSF	\$556.99/SF	\$533.81/SF	↓ \$23.18/SF
Sale Price	\$1,825,000	\$1,742,500	↓ \$82,500
Days on Market	134	91	↓ 43
Sale Price to Asking Price Ratio	97.07%	96.00%	↓ 1.07%

TENANT SPOTLIGHT: TACO BELL



Recovering from the pandemic, Taco Bell posted same store sales of +1% in Q420.



TACO BELL OPERATIONAL HIGHLIGHTS

- Served 30M more cars in the Q3 2020 vs the year prior, primarily attributed to its drive-thru.
- Orders completed at a quicker pace, 17 seconds faster than the year prior. Menu cuts has helped Taco Bell's margins and created efficiencies in drive-thru speeds.
- Taco Bell breakfast daypart sales historically at 6% dropped to 4%; due to work from home.
- Developing a re-design, Go Mobile, envisions double drive-thru lanes and more integrated technology. Taco Bell will also be adding 1,000 "bellhops" with iPads to take orders at drive-thru lanes throughout the U.S.

CAP RATES & YTD VS. Q4 2020 COMPARISON

- Cap rates for Taco Bell compressed by 41 basis points from 4.95% in Q420 to 4.88% YTD. Asking sale prices have increased to \$2,250,000 up \$325,749 from Q420 comps averaging \$1,924,251. Current inventory stands at 38 units available, days on the market has increased to 191 days YTD vs 140 days in Q420.
- Property transactions from Q420 decreased from 55 sales, down to 23 sales in Q121. Sale prices PSF increased by \$97.97 to \$825.99, up from \$728.02 PSF the quarter prior. Sale price to asking price ratios have remained on par with purchases closing at 96.98% of asking prices, down 0.41% from the previous quarter.

TACO BELL MARKET INVENTORY

- US STORE COUNT: 7,270+
- # OF UNITS ON MARKET: 38
- AVG ASK PRICE: \$2,170,760
- AVG CAP ASKING RATE: 5.10%
- AVG ASKING PRICE/SF: \$893
- DAYS ON MARKET: 210 Days

Source: Costar

	2020 YE 148 TRANSACTIONS	2021 YTD 23 TRANSACTIONS	Variance
CAP Rate	5.35%	4.88%	↑ 47 Basis Points
PSF	\$852.28/ SF	\$825.99/SF	↓ \$26.29/SF
Sale Price	\$1,970,893	\$2,250,000	↑ \$279,107
Days on Market	136	191	↑ 55
Sale Price to Asking Price Ratio	97.99%	96.98%	↓ 1.01%

TENANT SPOTLIGHT: MCDONALD'S



Comparable sales in the U.S. rose 5.5% beating an estimated 5.15%, leaning on its drive-thrus in Q4 2020.



MCDONALD'S OPERATIONAL HIGHLIGHTS

- McDonald's acquired Dynamic Yield in 2020 for \$300M to enhance its menu boards. Its strategy is to adjust the kiosk based on time of day, weather, drive-thru times, regional menu item popularity and more granularly based on purchase history, suggestive selling, and new menu development. McDonald's also limited its menu in efforts to streamline operations.
- 70% of sales took place at the drive-thru during the pandemic. Some franchise locations activated voice technology assistants taking orders vs humans. (Deployed by voice technology startup Apprente, which McDonalds acquired last fall.)
- McDonald's implemented dedicated parking spaces for pickup orders, drive-thru lane exclusively for pick up orders and limited or no in room dining at all - just a kitchen surrounded by drive-thru lanes and pickup parking.
- Roll out of MyMcDonald's rewards program to order ahead of time, tailored offers, and earn points for redemption.
- Chain leads the industry in drive-thru innovation, shaving off 30 seconds off its average drive-thru time since 2018. The company has plans to reduce those times even further.

CAP RATES & YTD VS. Q4 2020 COMPARISON

- Cap rates for McDonald's dropped 37 basis points from 4.00% in Q420 to 4.37% YTD. Asking sale prices have increased up to \$2,068,000 while Q420 comps averaged \$1,607,000. Inventory is low with 8 single-tenant investment sites currently available on the market. Days on the market have stayed relatively stayed flat between Q42020 to YTD, on average 70 - 75 days vs 81 days in 2020.
- Property transactions from Q420 decreased from 15 sales down to 8 sales in Q121. Sale prices PSF have remained flat between Q420 and YTD comparables at \$432.42. Sale price to asking price ratios ticked up with purchases closing at 91.97% of asking prices, up 1.62% from Q420.

MCDONALD'S MARKET INVENTORY

- US STORE COUNT: 18,332+
- # OF UNITS ON MARKET: 8
- AVG ASK PRICE: \$2,304,636
- AVG CAP ASKING RATE: 4.20%
- AVG ASKING PRICE/SF: \$653
- DAYS ON MARKET: 63 Days

Source: Costar

	2020 YE 55 TRANSACTIONS	2021 YTD 8 TRANSACTIONS	Variance
CAP Rate	4.34%	4.37%	↓ 3 Basis Points
PSF	\$428.42/SF	\$432.37/SF	↑ \$3.95/SF
Sale Price	\$1,788,000	\$2,068,000	↑ \$280,000
Days on Market	81	70	↓ 11
Sale Price to Asking Price Ratio	95.90%	91.97%	↓ 3.93%

TENANT SPOTLIGHT: KFC

KFC®

KFC total sales at year end of 2020 rose 1% to \$7.81B. In Q4 2020, KFC experienced an 8% same store increase, fueled by drive-thru orders.



KFC OPERATIONAL HIGHLIGHTS

- Q3 2020, KFC saw a 60% increase in drive-thru sales.
- KFC experienced success in 2020 primarily attributed to its family-oriented bucket meals offering.
- Chain is set to ramp up next units in 2021, unveiling its “Next Generation Prototype”, including cubby systems for digital orders, double drive-thrus, parking for takeout orders, outdoor dining and fewer seats.

CAP RATES & YTD VS. Q4 2020 COMPARISON

- Cap rates for KFC dropped 137 basis points from 5.61% in Q420 to 6.98% YTD. Asking sale prices have decreased to \$1,075,000 down (\$539,550) from Q420 comps averaging \$1,614,550. Current inventory stands at 33 units available, days on the market has decreased to 94 days YTD vs 47 days in Q420.
- Property transactions from Q420 decreased from 53 sales, down to 12 sales in Q121. Sale prices PSF decreased by (\$196.76) to \$362.83 from \$559.59PSF the quarter prior. Sale price to asking price ratios have increased slightly, closing at 99.47% of asking prices, up 1.80% from the previous quarter.

KFC MARKET INVENTORY

- US STORE COUNT: 4,020+
- # OF UNITS ON MARKET: 33
- AVG ASK PRICE: \$1,585,185
- AVG CAP ASKING RATE: 5.60%
- AVG ASKING PRICE/SF: \$605
- DAYS ON MARKET: 247 Days

Source: Costar

	2020 YE	2021 YTD	Variance
	134 TRANSACTIONS	12 TRANSACTIONS	
CAP Rate	5.59%	6.98%	↓ 139 Basis Points
PSF	\$612.88/ SF	\$362.83/SF	↓ \$250.05/SF
Sale Price	\$1,656,000	\$1,075,000	↓ \$581,000
Days on Market	92	47	↓ 45
Sale Price to Asking Price Ratio	97.93%	99.47%	↑ 1.54%

TENANT SPOTLIGHT: POPEYES



Q3 2020, Restaurant Brands reported U.S. same store comparables rose to 19.7% vs Q3 2019.



POPEYES OPERATIONAL HIGHLIGHTS

- Popeyes introduction of its chicken sandwich menu option is the key component in its sales growth.
- Restaurant Brands (parent company to Burger King, Popeyes & Tim Hortons) is planning to transform and speed up its drive-thru operations. The project will deploy new digital menu boards with over 40,000 new digital screens (across all brands) to be installed with predictive selling technology and integration of loyalty programs.

CAP RATES & YTD VS. Q4 2020 COMPARISON

- Cap rates for Popeyes dropped by 64 basis points from 5.51% in Q420 to 6.15% YTD. Asking sale prices have decreased to \$1,712,500 down (\$497,500) from Q420 comps averaging \$2,210,000. Current inventory stands at 18 units available, days on the market has decreased to 104 days YTD vs 118 days in Q420.
- Property transactions from Q420 decreased from 32 sales, down to 9 transactions in Q121. Sale prices PSF decreased by (\$150.63) to \$680.54 from \$831.17 PSF the quarter prior. Sale price to asking price ratios have slightly decreased with purchases closing at 96.74% of asking prices, down 0.74% from the previous quarter.

POPEYES MARKET INVENTORY

- US STORE COUNT: 2,633+
- # OF UNITS ON MARKET: 18
- AVG ASK PRICE: \$2,215,105
- AVG CAP ASKING RATE: 5.30%
- AVG ASKING PRICE/SF: \$878
- DAYS ON MARKET: 227 Days

Source: Costar

	2020 YE 65 TRANSACTIONS	2021 YTD 9 TRANSACTIONS	Variance
CAP Rate	5.82%	6.15%	↓ 33 Basis Points
PSF	\$777.78/SF	\$680.54/SF	↓ \$97.24/SF
Sale Price	\$2,000,000	\$1,712,500	↓ \$287,500
Days on Market	130	104	↓ 26
Sale Price to Asking Price Ratio	97.31%	96.74%	↓ 0.57%

MEET THE QUANTUM TEAM



Chad Firsell
President

312.269.0220
cfirsell@QREAdvisors.com



Daniel Waszak
Executive Vice President

312.269.0550
dwaszak@QREAdvisors.com



Zack Hilgendorf
Executive Vice President

312.533.2348 | 310-620-8761
zhilgendorf@QREAdvisors.com



Sam Yourman
Executive Vice President
Broker ID: 01968594
310.620.8760

syourman@QREAdvisors.com



Jaryd Meenach
Executive Vice President
Broker ID: 01936557
310.620.8762

jmeenach@QREAdvisors.com



Jason Caplan
Executive Vice President

312.533.2347
jcaplan@QREAdvisors.com



Jason Lenhoff
Senior Vice President

312.683.9920
jlenhoff@QREAdvisors.com



David Kurtz
Senior Analyst

312.533.2349
dkurtz@QREAdvisors.com



Seth Gilford
Associate

312.533.2353
sgilford@QREAdvisors.com



Nick Hilgendorf
Associate

847.414.4749
nhilgendorf@QREAdvisors.com



Kaelin Kwiatkowski
Director of Marketing

312.683.9922
kkwiatkowski@QREAdvisors.com



Claire Nash
Director of Operations

312.533.2351
cnash@QREAdvisors.com

Snapshot Queue

Location: Abbots Village Shopping Center Dwy E/O Jones Bridge Rd

City: Alpharetta, GA

Date: 4/9/2024 (Tue)

Time	Snapshot Queue Length (# of Vehicles)	
	West Bound Queue (Exit Movement of Shopping Center Dwy)	Notes
7:00 AM	0	
7:02 AM	0	
7:04 AM	0	
7:06 AM	0	
7:08 AM	0	
7:10 AM	0	
7:12 AM	0	
7:14 AM	0	
7:16 AM	0	
7:18 AM	0	
7:20 AM	0	
7:22 AM	0	
7:24 AM	0	
7:26 AM	0	
7:28 AM	0	
7:30 AM	0	
7:32 AM	0	
7:34 AM	0	
7:36 AM	0	
7:38 AM	0	
7:40 AM	0	
7:42 AM	0	
7:44 AM	0	
7:46 AM	0	
7:48 AM	0	
7:50 AM	0	
7:52 AM	0	
7:54 AM	0	
7:56 AM	0	
7:58 AM	0	
8:00 AM	0	
8:02 AM	0	
8:04 AM	0	
8:06 AM	1	

8:08 AM	0	
8:10 AM	0	
8:12 AM	0	
8:14 AM	0	
8:16 AM	0	
8:18 AM	0	
8:20 AM	0	
8:22 AM	0	
8:24 AM	0	
8:26 AM	0	
8:28 AM	0	
8:30 AM	0	
8:32 AM	0	
8:34 AM	0	
8:36 AM	0	
8:38 AM	0	
8:40 AM	0	
8:42 AM	0	
8:44 AM	0	
8:46 AM	0	
8:48 AM	0	
8:50 AM	0	
8:52 AM	0	
8:54 AM	0	
8:56 AM	0	
8:58 AM	0	
9:00 AM	0	
Totals	1	



Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↕	↑↑		↕	↑↑	
Traffic Vol, veh/h	0	0	3	2	0	9	5	847	9	6	987	4
Future Vol, veh/h	0	0	3	2	0	9	5	847	9	6	987	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	290	-	-	130	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	46	46	46	91	91	91	90	90	90
Heavy Vehicles, %	0	0	67	0	0	44	0	2	33	0	3	25
Mvmt Flow	0	0	4	4	0	20	5	931	10	7	1097	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1589	2064	551	1509	2061	471	1101	0	0	941	0	0
Stage 1	1113	1113	-	946	946	-	-	-	-	-	-	-
Stage 2	476	951	-	563	1115	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	8.24	7.5	6.5	7.78	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.97	3.5	4	3.74	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	74	55	343	85	56	440	642	-	-	737	-	-
Stage 1	226	286	-	285	343	-	-	-	-	-	-	-
Stage 2	544	341	-	483	286	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	70	54	343	83	55	440	642	-	-	737	-	-
Mov Cap-2 Maneuver	70	54	-	83	55	-	-	-	-	-	-	-
Stage 1	224	283	-	283	340	-	-	-	-	-	-	-
Stage 2	516	338	-	473	283	-	-	-	-	-	-	-

Approach	EB		WB		NE		SW	
HCM Control Delay, s	15.6		21.1		0.1		0.1	
HCM LOS	C		C					

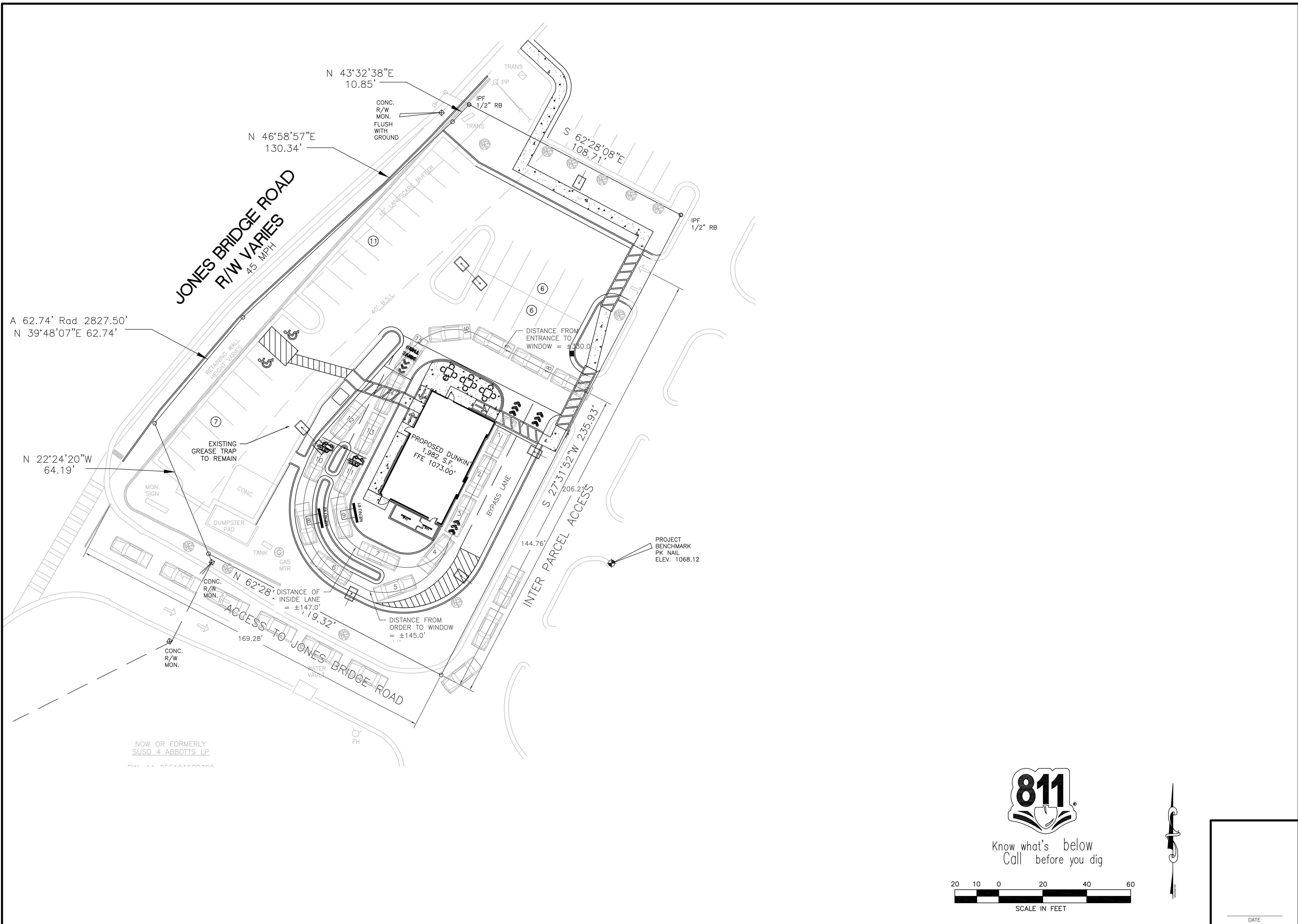
Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	WBLn1	SWL	SWT	SWR
Capacity (veh/h)	642	-	-	343	247	737	-	-
HCM Lane V/C Ratio	0.009	-	-	0.012	0.097	0.009	-	-
HCM Control Delay (s)	10.7	-	-	15.6	21.1	9.9	-	-
HCM Lane LOS	B	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.3	0	-	-

Intersection												
Int Delay, s/veh	9.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↕	↑↑		↕	↑↑	
Traffic Vol, veh/h	0	0	3	17	0	77	5	848	61	41	988	4
Future Vol, veh/h	0	0	3	17	0	77	5	848	61	41	988	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	290	-	-	130	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	46	46	46	91	91	91	90	90	90
Heavy Vehicles, %	0	0	67	0	0	44	0	2	33	0	3	25
Mvmt Flow	0	0	4	37	0	167	5	932	67	46	1098	4

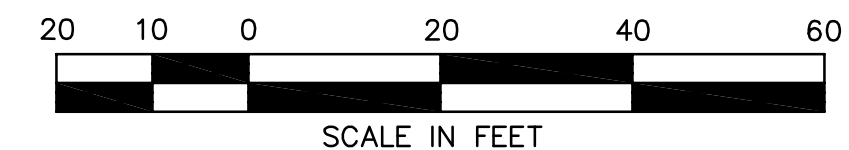
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1668	2201	551	1617	2170	500	1102	0	0	999	0	0
Stage 1	1192	1192	-	976	976	-	-	-	-	-	-	-
Stage 2	476	1009	-	641	1194	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	8.24	7.5	6.5	7.78	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.97	3.5	4	3.74	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	64	45	343	70	47	419	641	-	-	701	-	-
Stage 1	202	263	-	273	332	-	-	-	-	-	-	-
Stage 2	544	320	-	434	262	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	36	42	343	65	44	419	641	-	-	701	-	-
Mov Cap-2 Maneuver	36	42	-	65	44	-	-	-	-	-	-	-
Stage 1	200	246	-	271	329	-	-	-	-	-	-	-
Stage 2	324	317	-	401	245	-	-	-	-	-	-	-

Approach	EB		WB		NE		SW	
HCM Control Delay, s	15.6		101.5		0.1		0.4	
HCM LOS	C		F					

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	WBLn1	SWL	SWT	SWR
Capacity (veh/h)	641	-	-	343	211	701	-	-
HCM Lane V/C Ratio	0.009	-	-	0.012	0.968	0.065	-	-
HCM Control Delay (s)	10.7	-	-	15.6	101.5	10.5	-	-
HCM Lane LOS	B	-	-	C	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0	8.3	0.2	-	-



Know what's below
Call before you dig



DATE _____

--	--

NO.	DATE	DESCRIPTION	REVISIONS
4			
3			
2			
1			



LAYOUT PLAN	
PROJECT NAME:	DUNKIN'
PROJECT NO.:	11605 JONES BRIDGE RD, JOHNS CREEK, GA
CLIENT:	MG RETAIL ADVISORS 3390 PEACHTREE RD #1000, ATLANTA, GA

PROJECT NO.:	PROJ. MGR.:
DATE:	DRWN. BY:
SCALE:	CHKD. BY:
DRAWING SERIES:	LAYOUT
SHEET NO.:	C-2.1