



WAYN-R0003

July 27, 2023  
(via email)

**To:** Wayne Township Planning Board  
Township of Wayne  
475 Valley Road  
Wayne, New Jersey 07470

**Attn:** Christopher Kok, Township Planner

**Re: Planning Board Case #2023-003  
Preliminary and Final Site Plan Application  
1195 Hamburg Turnpike, Block 2711 Lot 106  
1195 & 1207 Hamburg Tpke, LLC  
Traffic Review #1**

We have completed a traffic related review of the Planning Board Application for the Proposed Chipotle Restaurant with Drive-Through Window located in the Township of Wayne, Passaic County, New Jersey. The following documents were included as part of this review:

- Traffic Queuing Analysis, dated May 8, 2023, prepared by Page Consultants, Inc.
- Preliminary & Final Major Site Plan, dated June 8, 2023, prepared by Page Consultants, Inc.
- Engineering Review letter #1, dated July 6, 2023, prepared by Christopher P. Statile, P.A.
- Planning Review letter #1, dated July 7, 2023, prepared by the Township of Wayne Planning Department

Based on our review, we offer the following comments:

#### **Site Description**

1. The Applicant is proposing a 2,325 SF GFA (44 seat) Chipotle Restaurant with a Drive-Through Window at 1195 Hamburg Turnpike in Wayne Township, Passaic County, New Jersey. It is noted that the drive-thru component of the site is not a conventional "order and wait" service but rather a "place order online and pick-up" service. That said, the site will offer indoor counter service, online order indoor pick-up service, and online order drive-thru window service which will be supplemented with curbside delivery service during peak hours. The proposed site will take place of a former Valley National Bank site. Site access will be accommodated through one right-in right-out, stop-controlled driveway located along the southern side of Hamburg Turnpike (CR 504). On-site parking will be provided along the northern, western, and southern side of the proposed building. It is noted that most of the existing paved parking spaces located at the far south end of the lot will be maintained and banked for future use.

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### **Traffic Impact**

2. A Traffic Queuing Analysis Report has been prepared which estimates proposed trip generation using ITE Trip Generation Manual 11<sup>th</sup> Edition data and vehicle queuing conditions using data from nearby sites of similar land use. It is noted that a LOS analysis has not been provided at this time.
3. The Traffic Report indicates that the proposed site will generate 71 vehicle trips during the PM peak hour, 108 vehicle trips during the SAT peak hour, and 89 vehicle trips during the SUN peak hour. It is noted that ITE classifies all sites which generate more than 100 new trips during any peak hour as a “significant traffic generator”. While the proposed site does exceed this threshold during the SAT peak hour, pass-by trip credits were not taken, which would have reduced the number of *new* trips along Hamburg Turnpike (CR 504) below this threshold. Passaic County ultimately maintains jurisdiction along Hamburg Turnpike (CR 504) and shall determine whether further analysis is required at the Site Driveway or any adjacent intersections.

### **Service Operations, Drive-Thru Queuing, and Internal Circulation**

4. It is our current understanding that the drive-thru lane (referred to as a “Chipotlane” in previous testimony) will accommodate online order pick-ups only however, the last sentence in the first paragraph on page 5 of the Traffic Report states “the average time for a patron to wait in the drive-thru lane when the restaurant is busy is approximately 6 minutes from the time they read the menu, make their selection, and wait for the prior patrons to pick up their orders”. The Applicant shall clarify whether menu orders will be accommodated through the proposed drive-thru lane.
5. The Traffic Report states that “the average pick-up time for the Chipotle App is 2 minutes, the drive-thru is 6 minutes, and the time spent eating inside is 20 minutes”. The Report goes on to state that “during the peak hour, the drive-thru would be able to accommodate an average of 36 or more vehicles while the pick-up window, with two dedicated spots, could accommodate at least 50 patrons or more”. It is unclear how the Report arrives at the total number of patrons accommodated per hour based on the reported service rates. In addition, during testimony the 2-minute rate was stated to be 2.5 minutes. The following shall be addressed:
  - a) The Applicant shall provide processing capacity calculations of the online order drive-thru window and online order indoor pick-up. The service rate shall be measured from when a patron arrives at the window or parks for pick-up to when the next patron arrives at the window or parks in that same pick-up space. Time spent waiting in queues/lines shall not be included in the service rate.

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- b) The Applicant shall clarify whether the 6-minute drive-thru service rate is in reference to a typical menu-order drive-thru or is specific to the online order drive-thru (“Chipotlane”) proposed on this site. The Applicant shall also clarify whether this 6-minute figure includes time spent in queue.
6. The Traffic Report’s Vehicle Stacking and Circulation plan indicates that 5-6 vehicles can be accommodated within the drive-thru lane and in the event the drive-thru becomes fully occupied, patrons could park to place a to-go order inside the building instead. There is however nothing to prevent a patron from utilizing the drive-thru lane when it is at maximum capacity. Based on the Vehicle Stacking and Circulation Plan, a 7<sup>th</sup> vehicle in the drive-through queue would restrict access to the proposed parking spaces located along the west and north sides of the building and an 8<sup>th</sup> vehicle in the drive-through queue would restrict access to the entire site.

The Applicant shall revise the site layout to eliminate potential circulation conflicts caused by excessive drive-thru lane queues. It is recommended that the southern portion of the drive-thru lane be shifted further south and that separate entrances be provided for the drive-thru lane and the primary parking area along the west side of the building.

7. It is common for modern drive-thru sites to provide an escape/bypass lane for drive-thru traffic. It is recommended that the proposed site be reconfigured to provide drivers with a means of exiting the drive-thru lane should they make a wrong turn, decide they no longer want to wait, or in the case of an emergency.
8. The Traffic Report references “typical” peak period demands and “average” service durations however, it is good engineering practice to consider “worst case” conditions to ensure that safe and efficient site operation can be maintained. To better understand realistic “worst case” conditions for sites of this nature, the Applicant shall obtain additional traffic data from the Drive-Through Chipotle Restaurant located at 545 Route 17, Paramus, New Jersey. Data from other Chipotle Restaurants with online order-only drive-thru window service would also be beneficial.

The following data is requested for a typical weekday (Tuesday, Wednesday, or Thursday) and a typical weekend (Saturday) during both the Mid-Day and PM peak hours of the generator:

- The total number of vehicles entering the site, broken into 15-minute intervals for at least a 2-hour period inclusive of the peak hour
- The total number of vehicles serviced by the drive-through window, for each 15-minute interval
- The observed maximum number of vehicles queued within the drive-through lanes for each 15-minute interval (sum of both lanes)

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- The total number of vehicles observed at the drive-through window which were directed to park and wait while their order was brought out to them (i.e., order was not prepared in time or queues became too excessive) for each 15-minute interval
9. The Traffic Report concludes in saying that there is approximately 200 feet of driveway between Hamburg Turnpike (CR 504) and the entrance to the drive-thru lane which can be used to accommodate queuing for 10 additional vehicles. The primary drive aisle shall not be utilized to accommodate overflow drive-thru queues. Overflow drive-thru queues shall be managed internally to avoid conflicts with site access and the public right-of-way.
  10. Sites of similar use, including the Chipotle in Paramus, typically provide enough stacking space for 8-10 vehicles (25' each) in their drive-thru queues. Based on an average drive-thru service rate of 2 minutes/patron and an average drive-thru arrival rate of approximately 27 vehicles/hr (50% of the total site ingress movements during the SAT peak hour), the M/M/1 Queuing Model predicts an average peak queue of 9 vehicles during a typical peak hour. Therefore, a total of 225' drive-thru stacking space shall be provided on-site which avoids impacts to internal site circulation.
  11. The proposed site is located nearby several large sport fields and the DePaul Catholic High School which have the potential to generate large groups of patrons who may arrive in one short period. There are also concerns with larger than average crowds impacting site circulation and access during the grand opening period. It is noted that the calculation from the previous comment does not account for deviations in the *average* service or arrival rates. Based on the same model, the calculated 85<sup>th</sup> percentile drive-thru queue would be 17 vehicles which equates to 425' of stacking space. We recommend the site be capable of *managing* the 85<sup>th</sup> percentile vehicle queue internally such that impacts to Hamburg Turnpike are avoided. It is also recommended that the Applicant prepare a written document regarding site operation protocol for managing extreme peak conditions to avoid impacts along Hamburg Turnpike (CR 504).

### **Off-Street Parking**

12. The off-street parking requirement established by the Township Ordinance is as follows:

Wayne Township Ordinance (Section 134-31.2.A)

*Restaurants:*

*The greater of 1 for each 2.5 seats or 1 for each 30 square feet of floor area devoted to patron drinking and dining use*

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44 seats / 2.5 = 18 parking spaces

680 SF / 30 = 23 parking spaces

**Total Parking Required = 23 Spaces**

It is noted that the “Restaurant” parking requirement may not properly account for the extensive pick-up, drive-thru, and curbside services offered by the proposed site. As indicated on the Site Plan, 5 of the 26 proposed Chipotle spaces will be reserved for exclusive online order pick-up and curbside delivery service, leaving only 21 spaces for indoor orders.

It is understood that 72 existing parking spaces will be banked at the southern end of the site for future use or as needed however, it is recommended that a total of 38 parking spaces be reserved for exclusive Chipotle Restaurant use. That is 33 spaces based on the ITE 85<sup>th</sup> percentile peak period parking demand for a Fast-Food Restaurant with Drive-Through Window plus 5 additional spaces for the online order pick-up and curbside delivery services.

**Site Plan**

13. Lane widths shall be dimensioned along Hamburg Turnpike (CR 504) and at the Site Driveway ingress/egress approaches.
14. Sight Triangles shall be shown at the Site Driveway intersection with Hamburg Turnpike (CR 504) in accordance with Passaic County design standards.
15. The reverse curve at the Site Driveway ingress approach shall be eliminated to improve site access. There is a concern with ingress vehicles crossing the striped centerline and colliding with egress traffic.
16. The southeastern corner of the proposed building is located directly behind the back of curb along the drive-thru lane. It is recommended that a buffer space or bollards be provided in this area to protect the building structure from vehicle contact.
17. R5-1 “DO NOT ENTER” signs shall be provided at the end of the one-way loop road which terminates at the Site Driveway egress aisle, similar to what is provided at the ends of the other two one-way aisles.
18. R6-1 “ONE-WAY” signs shall be installed for all one-way roadways designed in accordance with Section 2B.40 of the MUTCD.

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19. An R4-7 “KEEP RIGHT” sign shall be provided within the Site Driveway splitter island, facing egress traffic.
20. The 50’ long double yellow centerline at the Site Driveway shall be extended further south towards parking space #23 to better delineate the two-way traffic pattern along the primary access road. A break in the centerline shall be provided in front of the drive-thru lane/parking lot driveway ingress.
21. Additional directional arrow pavement markings shall be provided within the section of roadway located at the north side of the building.
22. The proposed 4’ wide sidewalk located around the west side of the building does not satisfy current ADA/PROWAG requirements and shall be widened to 6’ to provide a sufficient buffer space between pedestrians, vehicular traffic, and the building face. A minimum sidewalk width of 5’ is acceptable where grass buffers can be provided.
23. There is a lack of pedestrian connectivity to/from the proposed building. Sidewalk connections with high-visibility crosswalks shall be added in the following locations:
  - a. Between the existing sidewalk along Hamburg Turnpike (CR 504) and the proposed sidewalk along north side of the building
  - b. Between the southern parking lot and the proposed sidewalk along the south side of the building
24. The southern end of the proposed site borders the DePaul Catholic High School which is anticipated to draw students/staff members during lunch and after-school hours. The Applicant shall discuss how access between the school and the Chipotle Restaurant will be accommodated. Further coordination/approval may be required from the school’s superintendent.
25. It does not appear possible for a Passenger Vehicle to access parking space #15 without performing a K-turn maneuver into the drive-thru lane which is not desirable. This space shall either be eliminated or modified to better accommodate direct passenger vehicle access.
26. Additional Garbage Truck turn movements shall be shown at the site ingress and egress movements for further review.
27. It is unclear where delivery operations will occur as no delivery zones have been delineated or labeled on the Site Plan. The Applicant shall clarify where delivery operations will occur and provide Delivery

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Truck turn templates which depict a Delivery Truck entering the site, accessing the delivery area, and leaving the site for further review.

Should you have any questions, please do not hesitate to contact our office.

Very truly yours,  
T&M ASSOCIATES



BRUCE. P KLEIN, P.E., PTOE  
GROUP MANAGER

BPK/CJD