



**Environmental, Planning, and Engineering Consultants**

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## Memorandum

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**To:** Village of Mamaroneck Zoning Board of Appeals  
**From:** AKRF, Inc. (E. Du and M. Carmody, PE, RSP1)  
**Date:** January 4, 2021  
**Re:** 1043 West Boston Post Road (Chopt) – Traffic and Parking Study Review  
**cc:** Amber Nowak

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This memorandum summarizes AKRF's review of the Traffic and Parking Study dated November 5, 2020 and site plan dated November 2, 2020 prepared by Provident Design Engineering ("Provident") in connection with the proposed Chopt restaurant located at 1043 West Boston Post Road. The Applicant proposes to convert the existing HSBC Bank into a 2,668 square foot restaurant with 32 interior seats and 18 seasonal exterior seats, 12 employees, 22 parking spaces, and an exterior drive-through pick-up window.

### TRIP GENERATION

Provident conducted trip generation estimations for the existing and proposed site based on the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition* and the operations of nearby Chopt restaurants.

Credit was taken for the existing Drive-In Bank land use. The Chopt trip generation rates exceed ITE's Fast Casual Restaurant trip generation rates for the weekday AM and PM peak hours, whereas ITE's Saturday peak hour rates were greater. The more conservative trip generation estimates were used in each case, resulting in an incremental increase of 108 trips in the weekday AM peak hour, 10 trips in the weekday PM peak hour, and 19 trips in the Saturday peak hour. Additionally, pass-by and pedestrian and transit trip credits were not taken.

AKRF generally agrees with the conservative trip generation approach. However, **although it is unlikely to result in changes in the overall conclusions, Provident should provide additional information on the Chopt restaurant operations, locations, traffic counts and dates of counts, and any other pertinent information relating the Chopt trip generation for AKRF's review, as insufficient information has been provided to corroborate the Chopt trip generation rates.**

### SITE ACCESS AND CIRCULATION

As shown in the site plan, the proposed restaurant would maintain the existing driveway access with two unsignalized one-way driveways along West Boston Post Road, the southern driveway used for ingress and the northern driveway for egress. **The Applicant should add a stop sign and stop bar at the northern driveway exiting the site.**

The drive-through pick-up window will operate to serve order pick-ups as opposed to a typical drive-throughs. Additionally, whereas the bank utilized both drive-through lanes, only the southern lane would be used for order pick-ups and the northern lane would be used by parked cars to exit the site. **The Applicant should provide operational observations, and best practices, and examples of drive-through pick-up operations at nearby Chopt locations or comparable facilities.**

Chopt anticipates that 50 percent of sales in the future will be digital and utilize the pick-up window. This would result in approximately 36 vehicles utilizing the pick-up window during each of the weekday AM and PM peak hours, or approximately one vehicle every 1.5 minutes. Accounting for the projected 30-second transaction time, the eight-vehicle queueing space would be sufficient to accommodate the demand. **To avoid additional queueing, the Applicant should consider directing patrons who arrive early to utilize the on-site parking until they receive a notification to pick up their order.**

## **PARKING**

Per the Village zoning code, one parking space is required for every three restaurant seats, plus one parking space for every two restaurant employees. For a 32-seat restaurant with 12 employees, 17 parking spaces are required.

The site plan depicts 22 parking spaces, including one ADA van-accessible space and six employee parking spaces. The restaurant patron parking measures 9 feet wide in compliance with the Village code.

The employee parking spaces measure 8.5 feet wide, also allowable per the Village code, and would be signed as employee parking only. Additionally, the queued vehicles in the pick-up lane may block vehicles from exiting the employee parking spaces; however, this occurrence would not be common and would not affect restaurant patrons.

The parking spaces at the southeastern corner of the site may potentially conflict with the proposed dumpster enclosure. **The Applicant should clarify the operation of the dumpster, hours of use, and/or consider removing the adjacent parking space.**

## **PEDESTRIAN CONDITIONS**

Due to the pandemic and limited operations of Mamaroneck High School, Provident did not collect pedestrian counts. However, it is anticipated that students and staff of the High School would cross West Boston Post Road at the signalized crosswalk approximately 200 feet north of the site. However, students and staff going from Mamaroneck High School to Chopt may choose to jaywalk instead of walking an additional 300 to 400 feet and waiting at the signalized crosswalk. **Provident should include a discussion of the street crossing opportunities and safety risks associated with the potential for students and staff to jaywalk across West Boston Post Road, and propose additional school speed zone enforcement measures or safety improvements.**

## **TRAFFIC ANALYSIS**

Due to the pandemic, traffic counts were not collected along Boston Post Road. Provident utilized weekday traffic counts collected by the New York State Department of Transportation (NYSDOT) in June 2019 and traffic counts provided by the Village of Mamaroneck to develop Existing 2020 base volumes.

Provident conducted a traffic analysis using the Existing, No Build, and Build traffic volumes for the unsignalized driveway intersection using Synchro Version 10. The analysis results show that the proposed restaurant would have no adverse impacts on approach delay or queueing at the site driveway intersection. AKRF agrees with the analysis methodology and conclusions.

## **CONCLUSION**

The following actions are recommended:

1. Provident should provide additional information on the Chopt restaurant operations, locations, traffic counts and dates of counts, and any other pertinent information relating the Chopt trip generation for

AKRF's review, as insufficient information has been provided to corroborate the Chopt trip generation rates.

2. The Applicant should add a stop sign and stop bar at the northern driveway exiting the site.
3. The Applicant should provide operational observations, and best practices, and examples of drive-through pick-up operations at nearby Chopt locations or comparable facilities.
4. To avoid additional queueing, the Applicant should consider directing patrons who arrive early to utilize the on-site parking until they receive a notification to pick up their order.
5. The Applicant should clarify the operation of the dumpster, hours of use, and/or consider removing the adjacent parking space.
6. Provident should include a discussion of the street crossing opportunities and safety risks associated with the potential for students and staff to jaywalk across West Boston Post Road, and propose additional school speed zone enforcement measures or safety improvements.