
Hamal Associates, Inc.

Traffic and Transportation Consulting

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N.J. CERT. OF AUTH. NO. 24GA27922200

March 9, 2021

Ms. Karen Coffey, Board Secretary
Borough of Morris Plains Planning Board
531 Speedwell Avenue
Morris Plains, NJ 07950

Re: Traffic Review #3
Morris Plains Holdings UE, LLC
Briarcliff Commons Shopping Center
1705-1711 Rt. 10 East; 246 Littleton Rd
Block 161, Lots 1 & 3; B-3 Zone
Borough of Morris Plains, Morris Co., NJ
Application No. PB-6-20

Dear Ms. Coffey:

At the request of the Morris Plains Planning Board, the firm of Hamal Associates, Inc. (HMA) has conducted a traffic review of the revised site plans (dated Revised Feb. 23, 2021) and accompanying correspondence/review responses (dated Feb. 23, 2021) prepared by Anderson Consulting Services, LLC (ACS), for the above referenced project.

We have hereinafter reprinted all the site plan review comments noted in our Feb. 8, 2021 Traffic Review #1 letter. Our current review comments, to the submitted materials, are noted in **Bold** type.

The application proposal is to construct a free standing fast food restaurant (Restaurant D – 3,500 sf) with drive-thru lane within the shopping center parking lot located in the northeast corner of the site. A total of 931 parking spaces are proposed. No change to the existing site accesses with Route 10 EB or Littleton Road are proposed. A second proposal is to convert three (3) existing retail/commercial spaces (Gamestop, Village Spa, GNC) to new restaurant spaces (Rest A= 2599 sf, Rest B= 1401 sf, Rest C= 1600 sf), all located in the existing western building of the shopping center.

Based on our review, we have the following comments:

A. Anderson Consulting Services, LLC (ACS) Site Plan Review

1. The 3,500 sf proposed free standing Restaurant D is to be located in the northeast corner of the Briarcliff Commons shopping center, within and existing, underutilized parking lot area. The restaurant is to have a drive-up window on the west side of the building, preceded by two (2) drive-thru only lanes, each lane being serviced by its own menu order board. These two lanes merge after the order board area, prior to the pick-up window, with a pass-by lane provided from the pick-up window area to the drive-thru egress. The two drive-thru lanes start within the existing two-way circulation aisle, the latter located immediately adjacent to the Rt. 10 EB off-ramp to Littleton Road. One drive-thru lane approaches the

restaurant from the northbound direction (east side of building), while the second drive-thru lane approaches the building from the southbound direction (north side of building).

- a.i. The southbound drive-thru lane entrance area has an inside turning radius of 5 feet. There was no passenger vehicle turning movement diagram shown on the site plans. HMA's review of a passenger vehicle turning template, at this location, indicated that a standard size passenger vehicle could not perform this turn within the designated lane, but would crossover into the other drive-thru lane and align opposite the other order board. The proposed southbound drive-thru lane entrance area is geometrically deficient. Applicant to respond and provide a turning template diagram.

The site plan has been revised to eliminate the southbound drive-thru lane entrance area. The northbound drive-thru lane has been revised to accommodate a second order board lane. A passenger vehicle turning diagram has been shown for the inside order lane, which is satisfactory. No passenger vehicle turning diagram was shown for the outer lane. ACS shall provide the turning diagram for the second lane.

- ii. Disregarding the noted turning movement deficiency for the southbound drive-thru lane, the vehicle stacking in this lane from the order board to the beginning of the lane's entrance near a row of parking spaces, can only accommodate not quite three (3) vehicles. Any longer vehicle queue would block nearby parking spaces. Applicant to address vehicle queuing potential in this area.

See Comment A.1.a.i. above.

- iii. The entrance area design of the southbound drive-thru lane utilizes the southbound portion of the parking lot circulation aisle. This essentially makes this southbound lane in this area a dead-end section for overall site circulation. The nearby eight parking spaces are now in a dead-end segment, in terms of vehicle accessibility. If this design concept is maintained, appropriate signage of the dead-end (no outlet) must be identified and adequate advance signage of the drive-thru lane provided.

The dead-end parking aisle (8 spaces) located just to the north of the drive-thru lane(s), has been posted with a 'No Outlet sign (W14-2), at the parking aisle entrance and a 'Do Not Enter' sign (R5-1) at the end of the aisle. The noted signage is acceptable. No further response required.

- b.i. There was no passenger vehicle turning movement diagram shown for the northbound drive-thru lane, which has a minimum inside radius of 20 feet. HMA's review of a passenger vehicle turning template through this drive's entrance area to the order board area, indicated that a passenger vehicle could be accommodated within the lane provided. ACS to provide a turning template diagram.

A passenger vehicle turning template for the drive-thru left side lane has been provided and is acceptable. The turning template has not been shown for the right side lane, to the second order board. ACS to add the second turning template.

- ii. The northbound drive-thru lane maximum vehicle queue, from the order board to the beginning of the lane's entrance, is only five (5) vehicles (20'/car). The sixth car in the queue will block parking maneuvers on both sides of the parking aisle that the queued vehicle extends into. The Applicant should indicate what vehicle queuing is anticipated for a possible site tenant. The available vehicle queue length proposed is limited. Appropriate advance signage of this drive-thru lane entrance location must be identified.

Comment still applies. To be addressed in testimony.

- c. As possible mitigation for the geometric turning movement deficiency HMA noted for the southbound drive-thru lane, it is suggested that all drive-thru lane access be only through the northbound lane. This drive-thru could be flared out to accommodate a second lane leading to the second order board. HMA notes that a draw back to this design change is that, with all drive-thru vehicles oriented to only one drive-thru lane entry point, vehicle stacking would increase thereby having greater impact to parking spaces on the east side of the building. Applicant to address.

Comment responded to with redesign of the drive-thru lane configuration, as previously noted. ACS to discuss maximum potential vehicle queuing, in the drive-thru lane, and its impact related to potential blocking of parking stalls on the east side of the restaurant.

- d. After passing the order board areas, the southbound drive-thru lane merges into the other lane prior to the pick-up window. There is only a distance of about 50 feet to do this merge, as shown on the site plan. This is a very short length to effectively accomplish this maneuver. Additionally, this merge in a very short distance limits the ability for a driver to access the pass-by lane. Applicant to address.

Comment still applies. To be addressed in testimony.

- c. The vehicle stacking (20'/veh) between the pick-up window and order board area is only 3+ car lengths. This short distance affects the ability of a vehicle to merge from the southbound lane. Applicant to address.

Comment still applies. To be addressed in testimony.

2. At the northwest corner of the building, there is a crosswalk shown extending across the drive-thru lanes between the order board and pick-up window locations. At the building end of this crosswalk, there is sidewalk shown in the notched out corner of the building. HMA's

review of the architectural plans indicated that there is no way to enter the building from this area. There is no door proposed. Also, there is no sidewalk accessible to walk around the building to the restaurant entrance from this 'dead-end' area. Lastly, this crosswalk extends across the merge area of the drive-thru lanes with the second vehicle in line from the pick-up window straddling the crosswalk. HMA requests that this crosswalk be removed.

The noted crosswalk has been removed. Comment complied with.

3. There is a crosswalk proposed across the egress end of the drive-thru lane, 20 feet in advance of the stop line. There are no pedestrian ramps shown, on the site plan, at either end of the crosswalk. Secondly, 'Pedestrian Crosswalk' signs (W11-2) with diagonal downward arrow sign panels (W16-7P) should be posted at each end of the crosswalk facing exiting vehicles. Applicant to address.

Comment complied with. No further response required.

4. The four-legged internal shopping center intersection, located opposite the First Watch restaurant space, is being modified to revise the east intersection leg from one-way eastbound only into the northeast parking lot, to a two-way approach. The westbound approach to the intersection is to be 'Stop' sign (R1-1) posted with an adjoining stop line and STOP pavement marking. The revised two-way traffic flow has been extended into the parking lot with corresponding 'Stop' sign posting. The Applicant should discuss this modification in testimony.

Comment still applies. Comment to be addressed in testimony.

5. The northeast parking area, which is being modified as part of this application, currently consists of 9'x18' and 9'x20' parking stalls with 24' wide aisles. Municipal Ordinance Section 3-14.14C(2.2)(d) requires 10'x20' parking spaces. The 9'x18' proposed stalls are located in an area where commercial uses do not generate large packages requiring shopping carts that would justify the need for a wider 10 foot stall. HMA recommends that the Board grant a design waiver for the proposed parking stall size, which is consistent with what is currently in this area.

A design waiver for the proposed parking stall size is requested by the Applicant and recommended by HMA.

- 6.a. The ACS parking analyses, shown in the Zoning Schedule table on Sheet SP-2, indicates that there are 1,000 existing shopping center spaces, with 1,095 spaces required under the proposed site plan. There are 931 spaces proposed, which requires a variance for 164 spaces.

The comments related to the parking analysis still apply. They are being addressed by the Applicant's traffic engineer, and supplemented by ACS, as appropriate.

- b. The northeast parking lot area, where the Restaurant D site is to be located, was previously approved for 208 parking spaces under Planning Board Res. No. 20-09. The current site plan application reduces the parking in the northeast parking lot area to 145 spaces, a reduction of 63 spaces (30%). It is anticipated that the reduction in parking spaces will be further impacted, due to the effects of vehicle queuing from the Restaurant D drive-thru lanes extending into nearby parking areas and blocking use of those spaces. Applicant to address.

See Comment 6.a.

- c. Lot 2.04, which includes the Bottle King (BK) and Dunkin Donuts (DD) uses, was not included in the parking analyses for the subject application. Sheet SP-2 indicates that Lot 2.04 has 47 existing spaces, whereas 81 spaces are required by municipal ordinance. HMA notes that there are 25 parking spaces located to the south side of the BK/DD building. These spaces are configured for use by BK/DD, based on the latter's parking lot layout. These spaces are actually located within shopping center Lot 1 and were apparently included in the ACS analysis of 931 spaces being proposed for this application. The noted 25 spaces, while located on Lot 1, have no reasonable accessibility for the shopping center tenants and are located in a manner for use only by BK/DD. Although on Lot 1, it would be reasonable to exclude this parking from the proposed parking analysis. Applicant to address.

See Comment 6.a.

- d. Related to HMA's Comment 6.c., Mr. Leon Hall (Board engineer) raised a concern regarding BK/DD parking cars on Lot 3 near where Restaurant D is proposed. (See Anderson & Denzler letter dated Jan. 14, 2021; Comment C. Parking Variance) Applicant to address.

Also noted in the Anderson & Denzler Jan. 14, 2021 letter, Comment C – Parking variance, is the existing long stacking of vehicles accessing the drive-thru window for the Chick-fil-A restaurant. This long vehicle queue affects the ability to utilize the 32 parking spaces opposite the Chick-fil-A queue. Applicant to respond.

See Comment 6.a.

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Ms. Karen Coffey

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B. General Comments

1. All traffic related review comments by other Board professionals shall be addressed by the Applicant and/or their professionals.

Comment still applies.

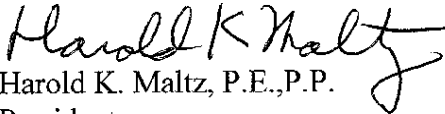
C. Additional Comments

1. **ACS has added Drive-Thru Directional Signs to the site plan. HMA notes that, on Construction Details Sheet SP-14, the Drive Thru Left Sign detail shows a right pointing arrow. The sign detail must be revised.**

The foregoing represents our traffic review of the subject application. If you have any questions, please do not hesitate to contact us.

Very truly yours,

Hamal Associates, Inc.


Harold K. Maltz, P.E., P.P.
President

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