

# WELLS + ASSOCIATES

## MEMORANDUM



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**TO:** Thomas Britt, Town Planner  
Emily Kyriazi, Zoning Administrator

**FROM:** Lester Adkins, P.E., PTOE, PTP

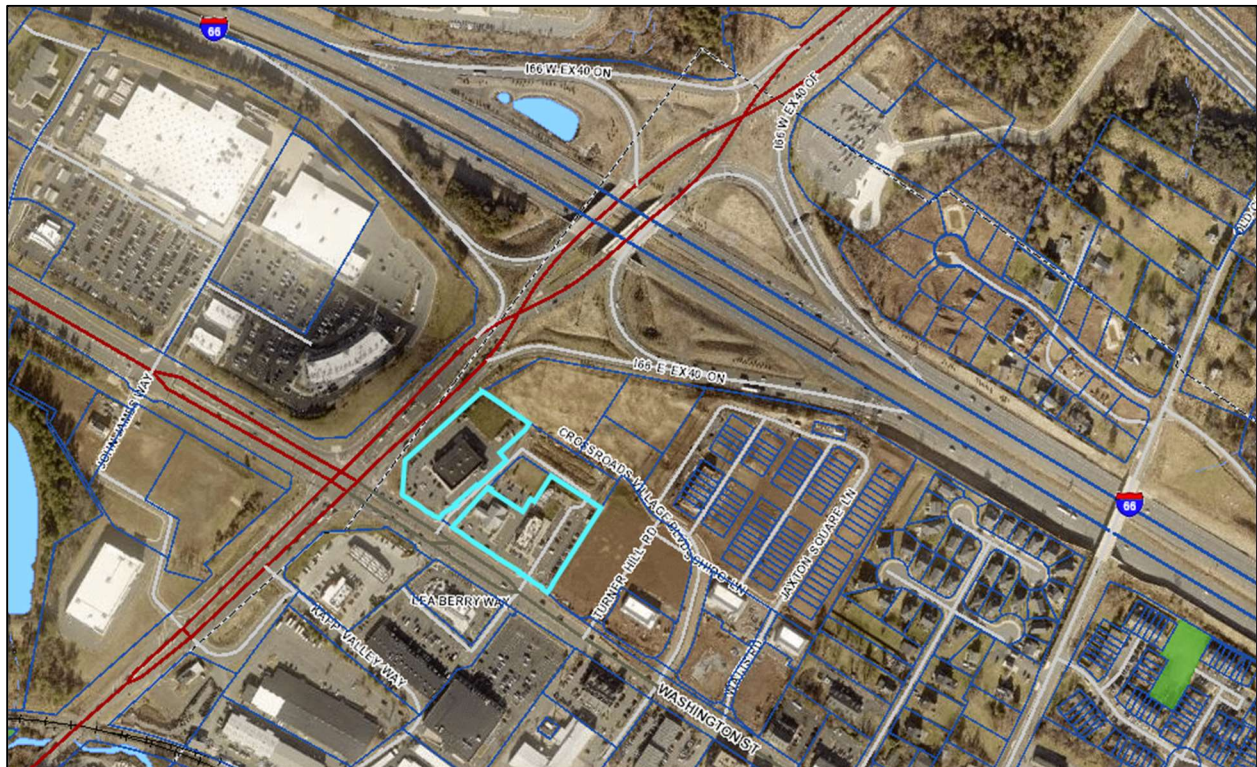
**RE:** Chick-fil-A Haymarket – Special Use Permit  
Town of Haymarket, Virginia

**DATE:** May 1, 2024

### Introduction

This memorandum provides a traffic impact analysis completed for the Chick-fil-A Special Use Permit (SUP) application in the Town of Haymarket, Virginia. Chick-fil-A proposes to extend the dual-drive through lane at the existing Chick-fil-A restaurant located at 15180 Washington Street. Specifically, the application site is identified as parcel GPIN 7298-71-6403.01 (part) and is located south of I-66, east of James Madison Highway (Route 15), north of Washington Street (Route 55) and west of Turner Hill Road shown in Figure 1.

**Figure 1 - Site Location**



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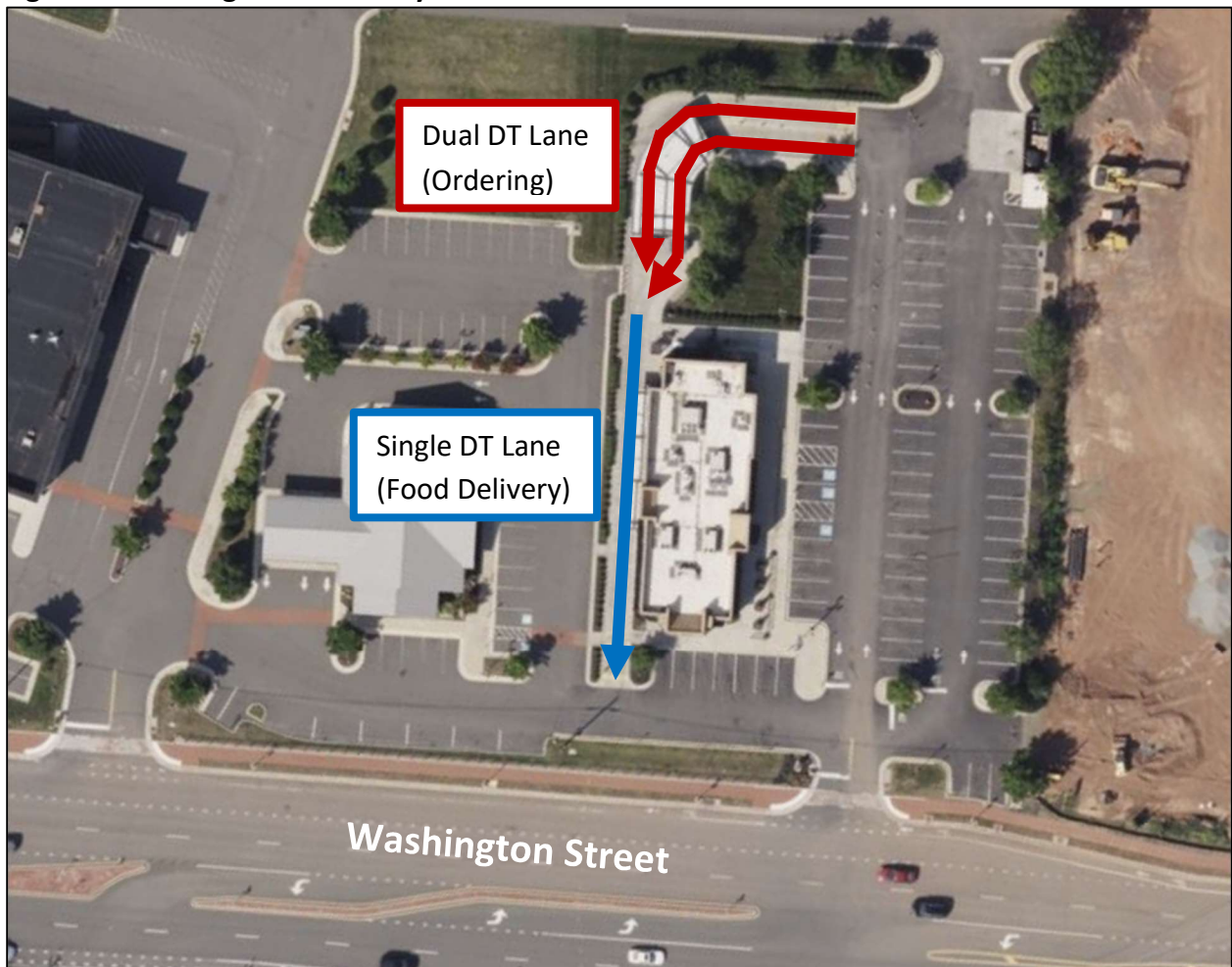
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This traffic impact analysis is provided to address the SUP application completeness review comment #7, dated April 12, 2024. Comment #7 requested a traffic study of the proposed expansion. Additional correspondence with the Town and Bohler Engineering coordinated on the scope of the traffic study to document the traffic impact associated with the drive-through extension.

### Existing Chick-fil-A Restaurant and Drive-Through

The existing Chick-fil-A restaurant currently consists of a ±4,874 square-foot (SF) building with a dual drive-through lane serving the ordering area which tapers into a single drive-through lane at the northwest corner of the building for food delivery, as shown in Figure 2. Access to the site is provided at one full-movement entrance to Washington Street and two interparcel connections to the north and west.

Figure 2 – Existing Chick-fil-A Layout



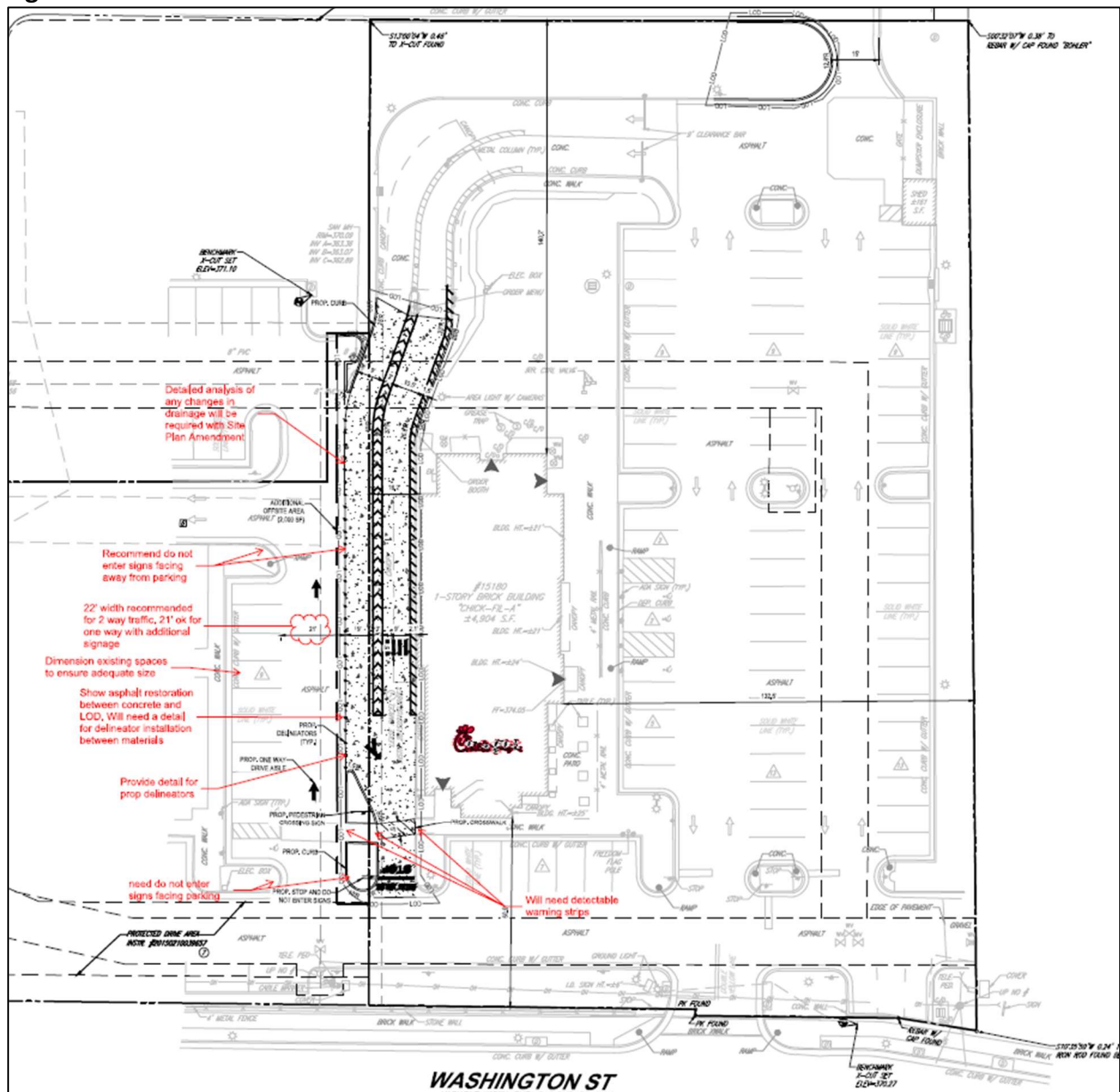
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### SUP Proposed Concept for Drive-Through

With the proposed SUP, the existing  $\pm 4,874$  SF building would remain unchanged. As shown in Figure 3, the dual drive-through lane would be extended from the current taper point (at the northwest corner of the building) to the southwest corner of the building. The extension would provide for dual drive-through lanes at the food delivery area. The extension would increase queuing capacity for the drive-through operations and allow for improved efficiency of food delivery operations.

Figure 3 – SUP Plan Reduction



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### Site Trip Generation

A trip generation analysis was conducted to compare the existing and proposed conditions. The trip generation analysis was conducted using locally collected Chick-fil-A data at nearby similar restaurants in the region. As previously noted, the existing ±4,874 SF building would remain unchanged; therefore, there would be no net change in trip generation with the proposed drive-through lane extension.

**Table 1 – Site Trip Generation Comparison (Existing vs Proposed)**

Scenario	Amount	Units	AM Peak Hour <sup>(1)</sup>			PM Peak Hour <sup>(1)</sup>			Weekday Average Daily Trips <sup>(2)</sup>	SAT Peak Hour <sup>(1)</sup>		
			In	Out	Total	In	Out	Total		In	Out	Total
Existing Chick-fil-A	4,874	GSF	122	116	238	145	136	281	2,810	204	181	385
Proposed Chick-fil-A	4,874	GSF	122	116	238	145	136	281	2,810	204	181	385
<b>Net Change in Trip Generation</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Note(s):

(1) Trip generation based on Chick-fil-A data collection at five (5) local existing Chick-fil-A restaurants using building size to develop an average rate of 48.76 AM peak hour trips/1,000 SF, 57.69 PM peak hour trips/1,000 SF, and 78.95 SAT midday peak hour trips/1,000 SF. Reference locations included: 5815 Burke Center Parkway (Fairfax County), 3454 Historic Sully Way (Fairfax County), 4516 Fair Knoll Drive (Fairfax County), 43310 Defender Drive (Loudoun County), and 256 W Lee Highway (Town of Warrenton).

(2) Weekday average daily trip generation estimated assuming a k-factor of 0.1 (or 10 times the PM peak period).

(3) Pass-by Trips percentage based on ITE's Trip Generation Handbook, 3rd Edition, Tables E.31 & E.32. Saturday Pass-by Trips percentage assumed 50%.

### Conclusion

The proposed Chick-fil-A SUP application would extend the dual drive-through lane for both ordering and food delivery to increase queueing capacity and allow for improved efficiency of operations. The existing ±4,874 SF building would remain unchanged; therefore, there would be no net change in trip generation with the proposed drive-through lane extension.

Should you have any questions on the analysis presented herein, please contact Les Adkins at 703-365-9262 or via email at [leadkins@wellsandassociates.com](mailto:leadkins@wellsandassociates.com).