Ruthanne Fuller
Mayor

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#219-21

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Barney S. Heath
Director

PUBLIC HEARING MEMORANDUM

Public Hearing Date:	July 27, 2021
Land Use Action Date:	October 18, 2021
City Council Action Date:	October 18, 2021
90- Day Expiration Date:	October 25, 2021

DATE: July 23, 2021

TO: City Council

FROM: Barney S. Heath, Director of Planning and Development
Neil Cronin, Chief Planner for Current Planning
Katie Whewell, Senior Planner

SUBJECT: **Petition #219-21** for SPECIAL PERMIT/SITE PLAN APPROVAL to allow a drive-in establishment, to waive perimeter screening requirements and to waive outdoor lighting requirements at 940 Boylston Street, Ward 5, Newton Highlands, on land known as Section 51 Block 26 Lot 03, containing approximately 12,060 sq. ft. of land in a district zoned BUSINESS USE 2. Ref: Sec. 7.3.3, 7.4, 4.4.1, 6.4.11, 5.1.9.A, 5.1.13, 5.10.A of the City of Newton Rev Zoning Ord, 2017.

The purpose of this memorandum is to provide the City Council and the public with technical information and planning analysis conducted by the Planning Department. The Planning Department's intention is to provide a balanced review of the proposed project based on information it has at the time of the public hearing. Additional information about the project may be presented at or after the public hearing for consideration at a subsequent working session by the Land Use Committee of the City Council.

940 Boylston Street

EXECUTIVE SUMMARY

The subject property at 940 Boylston Street consists of an approximately 12,060 square foot lot in a Business 2 (BU2) zoning district improved with a commercial building constructed in 1958 currently occupied by a restaurant with 23 parking stalls. The petitioner proposes to alter the property by razing a portion of the existing building, as well as eliminating 14 parking stalls to establish a "drive-in" business, defined by Section 6.4.11 of the Newton Zoning Ordinance (NZO) as "a retail use in which all or part of the business is conducted by a customer from with a motor vehicle … (including) drive-in food establishments." The petition requires special permit relief to allow the drive-in business use, and waive lighting and landscaping waivers for outdoor parking facilities containing more than five parking stalls.

The Planning Department requests more information regarding the proposed landscaping for the site and requests a landscaping plan. The Planning Department has also engaged a peer reviewer, BETA, Inc., to analyze the transportation and traffic aspects of this petition and the initial peer review memo is attached. The subject property is in a commercial area along Route 9 where the drive-thru intercom and lighting are unlikely to impact nearby abutters. However, the Planning Department has concerns regarding the auto-focus use of the proposal and removal of interior seating, as well as the potential for increased trips and for the drive-thru to result in queuing on Route 9 near a busy intersection. Additional information is necessary to fully assess the transportation impacts of the project and the Planning Department will coordinate with BETA and petitioner in advance of the next public hearing.

I. SIGNIFICANT ISSUES FOR CONSIDERATION

When reviewing this request, the Council should consider whether:

- The site in a Business-2 (BU-2) zoning district is an appropriate location for the proposed drive-in business (§7.3.3.C.1)
- The proposed drive-in business will adversely affect the neighborhood. (§7.3.3.C.2)
- The proposed drive-in business as designed will create a nuisance or serious hazard to vehicles or pedestrians (§7.3.3.C.3)
- Access to the site over streets is appropriate for the types and numbers of vehicles involved (§7.3.3.C.3)
- Literal compliance with the perimeter landscaping requirements for parking facilities is impracticable due to the nature of the use, or the location, size, width, depth, shape, or grade of the lot, or that exceptions to one or more of said requirements would be in the public interest, or in the interest of safety, or protection of environmental features. (§5.1.13)
- Literal compliance with the outdoor lighting requirements for parking facilities is impracticable due to the nature of the use, or the location, size, width, depth, shape, or grade of the lot, or that exceptions to one or more of said requirements would be in the public interest, or in the interest of safety, or protection of environmental features. (§5.1.13)

II. CHARACTERISTICS OF THE SITE AND NEIGHBORHOOD

A. Neighborhood and Zoning

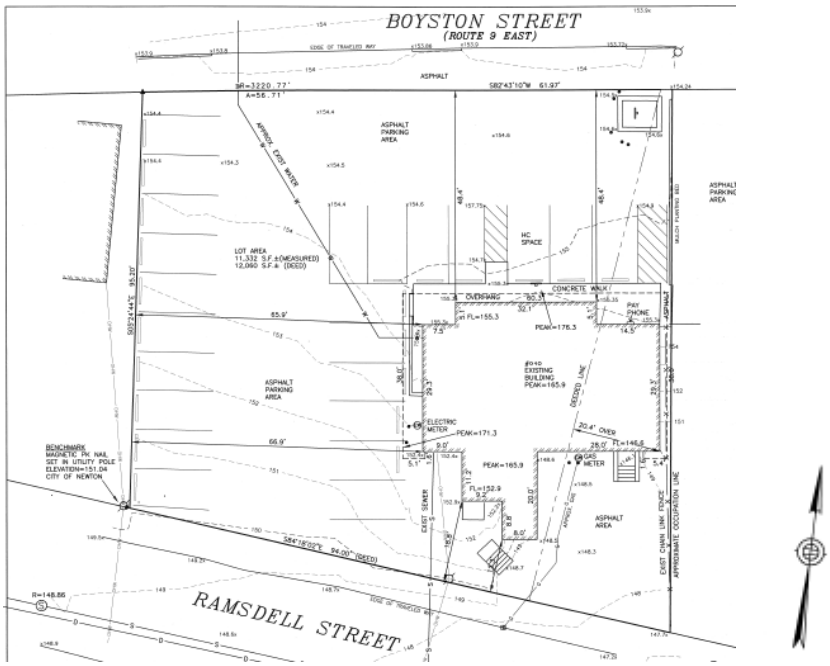
The subject property is located within the BU2 zoning district on the southern side of Boylston Street/Route 9 east of the Woodward and Elliot Street intersection. The BU2 zone encompasses the surrounding properties between Boylston Street and Ramsdell Street. There are residential zones across Boylston Street to the north, as well as along the southern side of Boylston Street to the east and west. Further south are manufacturing and mixed use zones **(Attachment A)**. The surrounding area to the north, east and west is predominantly occupied by single- and two- family dwellings, with commercial uses also between Boylston and Ramsdell Streets, and industrial uses south of the site (**Attachment B)**.

B. Site

The subject property at 940 Boylston Street consists of a 12,060 square foot lot improved with a 2,040 square foot, commercial building which houses a restaurant. The site generally slopes downward towards the rear of the lot, with a grade change of approximately six feet.

The site is largely impervious and is currently accessed via Boylston Street and most of the frontage is flush with Boylston Street. There are 23 parking stalls and associated paved maneuvering areas.

Existing Conditions



III. PROJECT DESCRIPTION AND ANALYSIS

A. Land Use

The principal use of the site would be a "drive-in business," defined by Section 6.4.11 of the Newton Zoning Ordinance as "a retail use in which all or part of the business is conducted by a customer from with a motor vehicle … (including) drive-in food establishments."

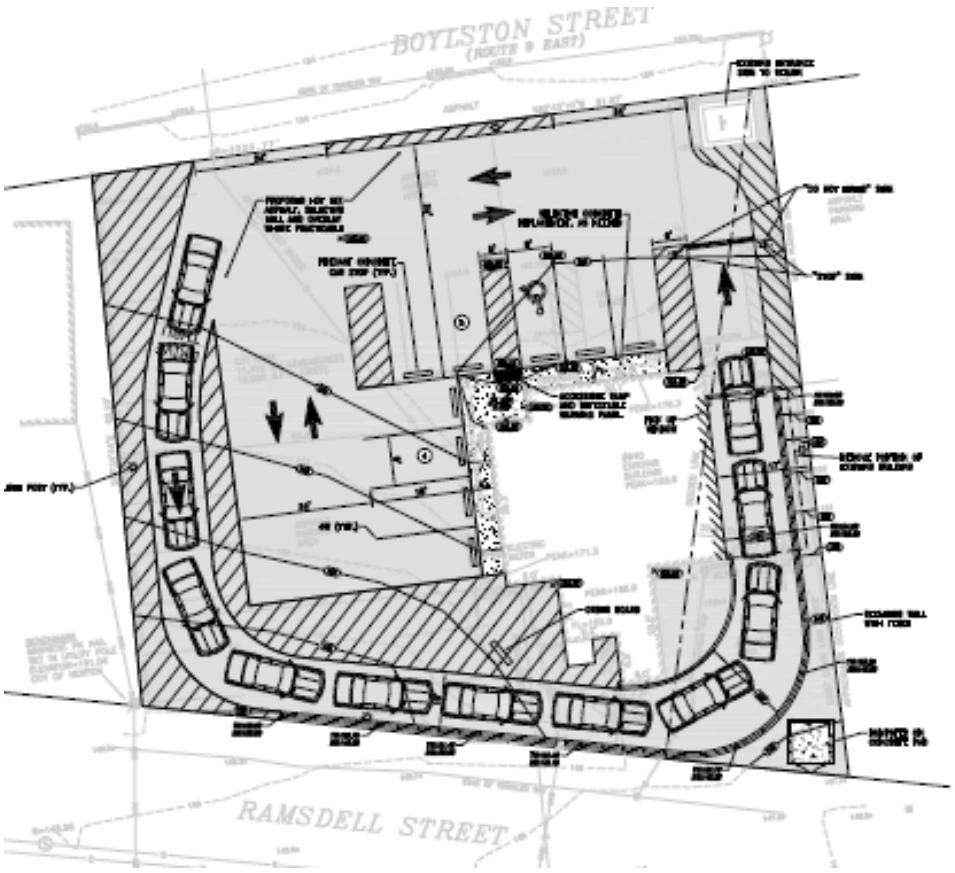
B. Building and Site Design

The petitioner proposes to raze 415 square feet of the structure on the eastern elevation to accommodate a "drive through window". An order board would be located at the southern portion of the site, along Ramsdell Street. The demolition of the eastern portion of the building increases the side setback to seventeen feet, where three feet exists.

The petitioner is also proposing to construct a retaining wall along the southern and eastern property lines. The wall reaches a maximum height of 4.75 feet at the southeast corner. The petitioner should confirm whether this wall is located within the setback distance

Proposed elevations were also submitted with the special permit application submission. The building's elevations are undergoing a renovation; however, the building height is not changing and will remain at 21 feet.

Proposed Site Plan



C. Traffic, Parking and Circulation

As designed, vehicles would enter the property by making a right turn from the eastbound side of Boylston Street/Route 9. Drivers would proceed along the left (west) property line to the rear of the property to place orders via an order board. After placing their order, drivers would continue to the pickup window along the eastern side of the building. To exit the property, drivers would continue straight towards Boylston Street and would be limited to making a right turn onto Boylston Street/Route 9 eastbound via an exit-only curb cut.

To achieve the drive through configuration, 14 parking stalls would be eliminated. The elimination of parking stalls results in nine parking stalls and a reconfiguration of the parking area. Five stalls would be located along the front of the building and four would be located along the western edge of the building. Per Sec. 5.1.4, a drive-in establishment requires one parking stall per every 600 square feet, resulting in a parking requirement of three stalls. As the petitioner proposes to provide parking stalls no waiver as to the number of stalls is required, however there is an excess of six stalls. The excess stalls would be for employees and patrons who wish to enter the restaurant and conduct their purchase inside.

The Planning Department has engaged an on-call consultant, BETA, Inc., to peer-review the petitioner's transportation memorandum. BETA issued an initial peer review memo on July 16, 2021 **(Attachment D)**. BETA has requested additional information from the petitioner including: population data as justification for assumed growth rate, limits of the crash data obtained, verification of the drive-thru pick up window location, the number of customers expected to use the drive-thru versus walk-ins, clarification of the distribution of trips at the Route 9/Elliot Street/Woodward Street intersection, and clarification of how the level of service at the Route 9 intersection with the site driveway improves in the future build condition versus the no build condition.

BETA explains that coffee/donut shops with a drive-thru window generate more trips per square foot than those without a drive-thru, however the overall size of the restaurant decreases with the proposed redevelopment, resulting in fewer trips per the Institute of Transportation Engineers (ITE) trip generation rates. The petitioner has stated that the goal of the redevelopment is to increase sales, therefore the petitioner has utilized data from the Dunkin' at 951 Worcester Street (Route 9) in Wellesley to analyze future build conditions. BETA concurs with this methodology, however the morning and afternoon peak hour traffic volumes along westbound Route 9 at the Wellesley store is necessary to determine if it is comparable to the eastbound Route 9 traffic volumes at the proposed site frontage.

Additionally, BETA questioned why the drive-thru lane is 10-feet wide when 12 feet is the minimum in the zoning ordinance, why the parking stalls are 18-feet long in lieu of the 19-foot zoning requirement, where and when loading and deliveries will occur on site, and how potential queues onto Route 9 would be mitigated.

D. Landscaping, Screening, and Lighting

Outdoor parking facilities containing more than five stalls are required to provide perimeter screening from abutting streets and properties. The petitioner has not submitted a landscape plan showing any screening, thus is seeking a waiver from the perimeter screening requirement. Though they have requested a waiver, the petitioner should submit a landscape plan with any proposed screening.

The lighting plan indicates that portions of the parking area would not meet the requirement per Sec. 5.1.10.A's that outdoor parking facilities used at night provide lighting with a minimum intensity of one-foot candle on the entire surface. However, there are only a few sections of the site that would not meet the one-foot candle requirement which is limited to the northwest and southeast corners of the site with illumination levels between 0.5-0.9. The interior of the site reaches illumination levels between 1.0-4.0. The petitioner is seeking relief from the one-foot candle lighting requirements for outdoor parking facilities.

IV. TECHNICAL REVIEW

A. Technical Considerations (Chapter 30, Newton Zoning Ordinance):

The Zoning Review Memorandum provides an analysis of the proposal with regard to zoning (**Attachment C**). Based on the completed Zoning Review Memorandum, the petitioner is seeking the following relief:

- Special Permit per §7.3.3 to:

Ordinance	*Required Relief*
§4.4.1 §6.4.11	To allow a drive-in establishment
§5.1.9.A §5.1.13	To waive the perimeter screening requirements
§5.1.10.A §5.1.13	To waive the outdoor lighting requirements

B. Engineering Review

This petition is not subject to review from the Engineering Division of Public Works.

C. Historic Commission Review

The proposed demolition of the eastern elevation was reviewed by the Chief Preservation Planner on May 27, 2021. The building was found "Not Historically Significant" and no further action is required.

V. PETITIONER'S RESPONSIBILITIES

The petitioner should be prepared to address the issues raised in this and the attached memorandum.

ATTACHMENTS:

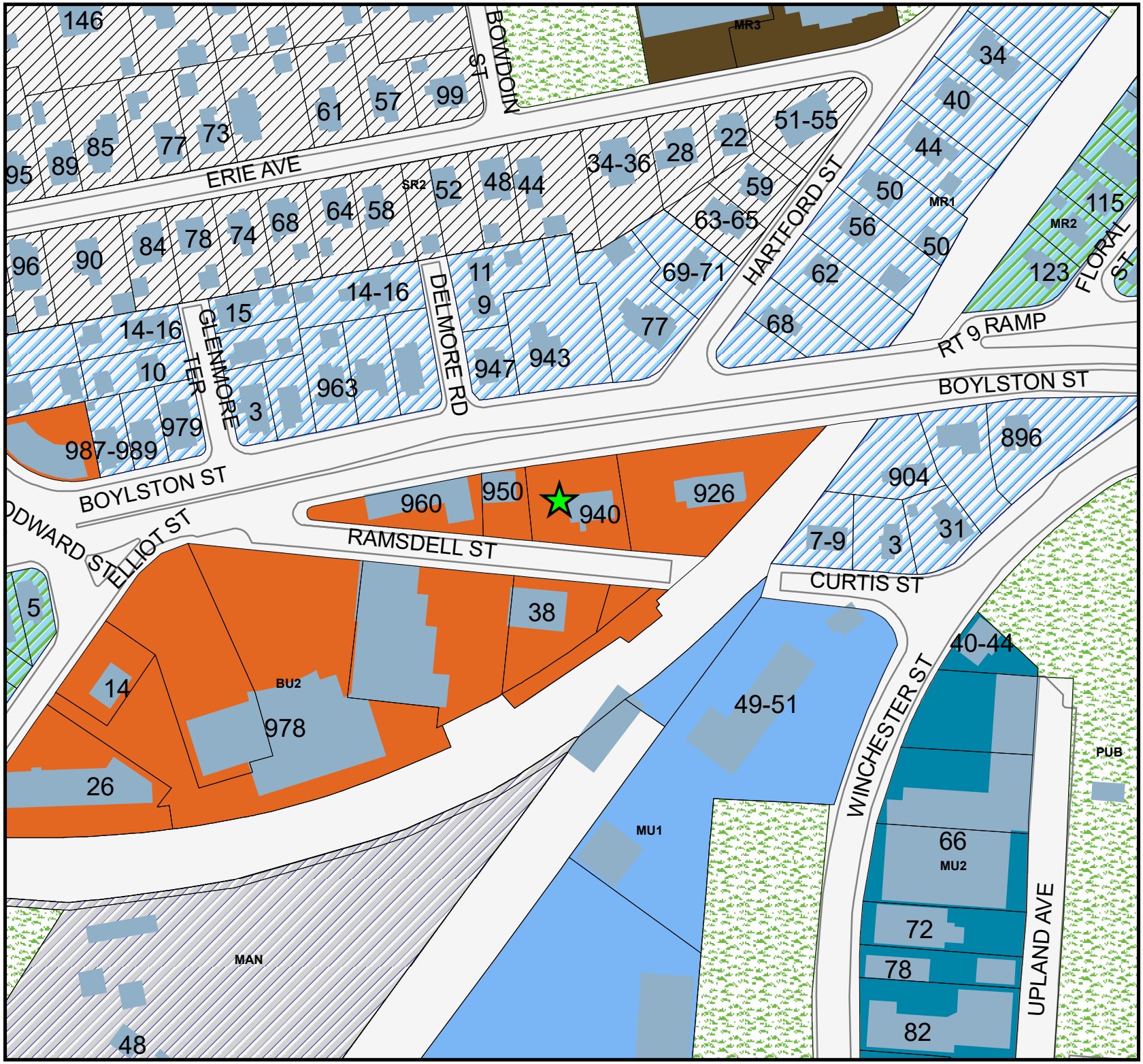
Attachment A: Land Use Map
Attachment B: Zoning Map
Attachment C: Zoning Review Memorandum
Attachment D: 940 Boylston Street (Dunkin') Traffic Impact Analysis Peer Review

ATTACHMENT A

Zoning

940 Boylston Street

City of Newton, Massachusetts



Legend

- Single Residence 2
- Multi-Residence 1
- Multi-Residence 2
- Multi-Residence 3
- Business 2
- Manufacturing
- Mixed Use 1
- Mixed Use 2
- Public Use

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NEWTON GIS

CITY OF NEWTON, MASSACHUSETTS
Mayor - Ruthanne Fuller
GIS Administrator - Douglas Greenfield

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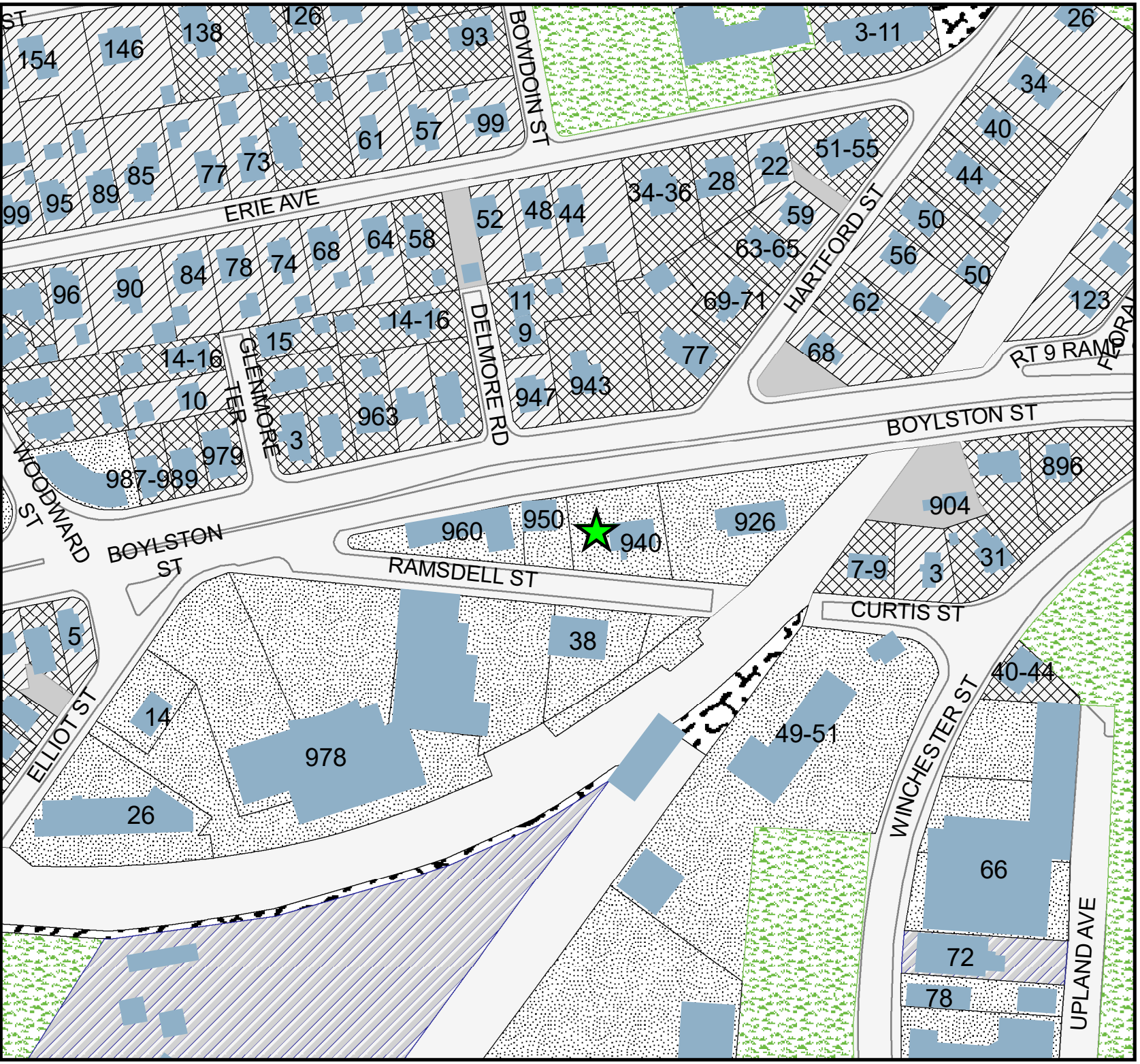
Feet

Map Date: July 12, 2021



ATTACHMENT B

Land Use

940 Boylston Street

City of Newton, Massachusetts

Land Use

Land Use

- Single Family Residential
- Multi-Family Residential
- Commercial
- Industrial
- Open Space
- Nonprofit Organizations
- Vacant Land

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NEWTON GIS

The information on this map is from the Newton Geographic Information System (GIS). The City of Newton cannot guarantee the accuracy of this information. Each user of this map is responsible for determining its suitability for his or her intended purpose. City departments will not necessarily approve applications based solely on GIS data.

CITY OF NEWTON, MASSACHUSETTS
Mayor - Ruthanne Fuller
GIS Administrator - Douglas Greenfield

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Feet

Map Date: July 12, 2021

Ruthann Fuller
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Barney S. Heath
Director

ZONING REVIEW MEMORANDUM

Date: May 13, 2021

To: John Lojek, Commissioner of Inspectional Services

From: Jane Santosuosso, Chief Zoning Code Official
Neil Cronin, Chief Planner for Current Planning

Cc: Mildred McMullen, Applicant
Alex DiPietro, Agent
Barney S. Heath, Director of Planning and Development
Jonah temple, Assistant City Solicitor

RE: Request to allow a drive-in business and associated parking waivers

Applicant: Mildred McMullin	
Site: 940 Boylston Street	**SBL:** 51026 0003
Zoning: BU2	**Lot Area:** 12,060 square feet
Current use: Restaurant	**Proposed use:** Drive-in business

BACKGROUND:

The property at 940 Boylston Street consists of 12,060 square feet improved with a restaurant constructed in 1958. The petitioner proposes to remove a portion of the building and reconfigure the existing parking area to allow for construction of a drive in, requiring a special permit.

The following review is based on plans and materials submitted to date as noted below.

- Zoning Review Application, prepared by Alex DiPietro, Agent, submitted 3/24/2021
- Existing Conditions Site Survey, signed and stamped by Bruce Bradford, surveyor, dated 12/20/2021
- Proposed Conditions Site Survey, prepared by Pare Corporation, dated 3/24/2021
- Elevations, prepared by Aharonian & Associates, architect, dated 10/14/2020
- FAR worksheet, submitted 3/24/2021

ADMINISTRATIVE DETERMINATIONS:

1. The petitioner proposes to raze a portion of the building currently operating as a restaurant to allow for construction of a drive-in window. Per section 6.4.11, a drive-in business is a retail use in which all or part of the business is conducted by a customer from within a motor vehicle, including drive-in food establishments. Per sections 4.4.1 and 6.4.11, a special permit is required to allow a drive-in business in the Business 2 zoning district.

2. The restaurant is currently 2,040 square feet. A portion of the building is being removed to accommodate the drive-in, resulting in a 1,625 square foot retail space and drive-in window. Per section 5.1.4, a drive-in establishment requires one parking stall per every 600 square feet, resulting in a parking requirement of three stalls. The petitioner proposes to reconfigure the parking area, eliminating stalls to accommodate the queuing lane for the drive-in. The reconfiguration results in nine parking stalls with a queuing lane for twelve vehicles. No waiver is required.

3. Per section 5.1.9.A, outdoor parking facilities containing more than five stalls are required to provide perimeter screening from abutting properties. No perimeter landscaping or fencing is indicated on the proposed site plan, requiring a waiver per section 5.1.13.

4. Section 5.1.10.A requires outdoor parking facilities used at night provide lighting with a minimum intensity of one-foot candle on the entire surface and that the lighting does not spill onto neighboring properties. No lighting is indicated on the proposed site plan, requiring a waiver per section 5.1.13.

Zoning Relief Required		
Ordinance	*Required Relief*	*Action Required*
§4.4.1 §6.4.11	Request to allow a drive-in establishment	S.P. per §7.3.3
§5.1.9.A §5.1.13	Request to waive the perimeter screening requirements	S.P. per §7.3.3
§5.10.A §5.1.13	Request to waive the outdoor lighting requirements	S.P. per §7.3.3

IMPROVING COMMUNITIES TOGETHER

July 16, 2021

Ms. Jennifer Caira
Deputy Director
Department of Planning & Development
1000 Commonwealth Avenue
Newton Centre, Massachusetts 02459

Re: 940 Boylston Street (Dunkin') Traffic Impact Analysis Peer Review

Dear Ms. Caira:

BETA Group, Inc. (BETA), in accordance with our scope of services, has conducted a traffic engineering peer review for a proposed Dunkin' development located at 940 Boylston Street (Route 9) in the City of Newton, Massachusetts. The proposed development project includes razing a portion of the existing Dunkin' building while reconfiguring the parking lot and accesses to accommodate a drive-through window. Access to the site will be provided at two existing full access driveways on Boylston Street to a parking lot providing 9 parking spaces while eliminating the existing access on Ramsdell Street.

This letter has been prepared by BETA to outline our findings, comments, and recommendations in the review of the material provided.

BASIS OF REVIEW

At the request of the Newton Department of Planning & Development, BETA has completed a peer review of the traffic related items for the Dunkin' Development project to determine if the information provided was complete, in accordance with standard traffic engineering guidelines and the conclusions accurate. A *Traffic Impact Analysis* (TIA) prepared by Pare Corporation dated April 2021 and a plan set also prepared by Pare Corporation date May 25, 2021 were the sole basis of this review.

In addition to a review of the documents provided, our office conducted site investigations of the project area and subject property to substantiate the supporting information. Our review included herein, has been completed individually by section as presented within the TIA. The numbered comments noted within each major review item (i.e., traffic volumes, safety analysis, etc.), identify requested additional information or clarifications on items that were discussed in the TIA. The following comments are offered to the City as part of our review.

TRAFFIC VOLUMES

Existing traffic volumes were collected including Manual Turning Movement Counts (MTMC) and Automatic Traffic Recorder (ATR) counts in March 2021. In addition, due to the impacts of the pandemic to traffic when data was collected specifically for this project, record traffic data was obtained from the

Massachusetts Department of Transportation (MassDOT) along Interstate 90 in Newton, MA to determine the potential variation in traffic along Route 9.

For this study, TMCs were completed on Tuesday, March 16, 2021 at the intersections of Route 9 with Woodward Street/Elliot Street and with the Dunkin' driveways. A 48-hour ATR count was completed along the Route 9 eastbound lanes in the vicinity of the site from Tuesday, March 16, 2021 to Wednesday, March 17, 2021. In addition, continuous count data was obtained from MassDOT along I-90 in Newton, MA, approximately 2 miles north of the site, for March 2020 and March 2021 for comparison. Based on the comparison of the March 2020 and March 2021 data obtained from MassDOT, traffic volumes along I-90 were found to be approximately 67% of those present prior to the COVID pandemic. Therefore, the study base traffic volumes were adjusted accordingly to represent base 2021 traffic conditions.

1. BETA concurs with the adjustment of the March 2021 traffic volumes based on the comparison of the March 2020 and March 2021 data along I-90, though conservative, to take into account the lower than typical daily traffic conditions due to the pandemic.
2. A conservative annual growth rate of 0.5% per year was used for the future 2028 traffic conditions based on an average population decrease of approximately -0.01% per year from 2000 to 2010 for the City of Newton. Please verify the population annual growth rate in the past 10 years between 2010 to 2020 in the City of Newton as the past decade would be more applicable in depicting the recent population trend of the area.

Safety Analysis

Crash data was obtained from the MassDOT database for the three-year study period from 2017 to 2019 for the study area.

3. Please clarify the limits of the crash data obtained along Boylston Street (Route 9).

Site Access and Circulation

Both of the site driveways along Route 9 will be maintained, which are restricted to right-in/right-out movements due to Route 9 being divided with a median barrier resulting in one-way eastbound traffic adjacent to the site. In addition, the existing access on Ramsdell Street will be eliminated as part of the proposed development. Queueing of up to 12 vehicles is proposed from the pickup window as shown on the concept plan, though the floor plan shows the pickup window to be more at the midpoint of the easterly side of the building. In addition, BETA conducted site observations of the drive-through queueing at the Dunkin' located at 951 Worcester Street (Route 9) in Wellesley during the morning hour peak hour on Tuesday, July 13, 2021 to verify the findings in the TIA. It was determined that average drive-through queue at this particular Dunkin' location during the morning peak hour was approximately 6-8 vehicles from the pickup window with maximum queuing (12 vehicles from the pickup window) spilling onto Route 9 for approximately 5 minutes. Relating to the proposed development drive-through lane width, a 10-foot-wide drive-through lane is proposed, though the width does not meet the minimum requirement of 12 feet for a one-way movement per the City's Zoning Ordinance.

4. Please verify the location of the proposed drive-thru pickup window to show the accurate vehicle queue.
5. Please provide information on the number of customers expected to use the drive-thru window versus walk-ins.
6. Please define mitigation measures or operational adjustments available if the drive-through queue spills onto Route 9 (i.e., signage, pavement markings, staffing, etc.).
7. Please explain why a 10-foot-wide drive-thru lane is provided rather than the 12-foot minimum set forth in the City's Zoning Ordinance.
8. A loading zone/area is not shown on the plans. Please define the loading area and times during the day when deliveries would occur on a typical day.

SIGHT DISTANCE

The available stopping sight distance (SSD) approaching the proposed driveways were measured to be greater than 500 feet to the west, which exceeds the 360 feet AASHTO required for the measured 85th percentile speed of 45 MPH. The intersection sight distance (ISD) was also measured to be greater than 500 feet, which exceeded the required 430 feet AASHTO required for the measured 85th percentile speed of 45 MPH. These measurements are based upon the physical roadway characteristics (straight, level) and BETA concurs with the sight distance analysis.

SITE – GENERATED TRAFFIC

Project-generated traffic volumes were estimated utilizing sales data from a Dunkin' restaurant located at 951 Worcester Street (Route 9) in Wellesley, MA. It is noted that this particular Dunkin' location with a drive-through window is comparable in size to the proposed Dunkin' development in Newton, MA and the intent of the owner is to match the sales at this location. In addition, traffic volumes for the project were also estimated using trip-generation statistics published by the Institute of Transportation Engineers (ITE) for Land Use Code (LUC) 936 – Coffee/Donut Shop without Drive-Through Window and LUC 937 – Coffee/Donut Shop with Drive-Through Window. These land use codes were compared to determine the trips that will be generated by the addition of a drive-through window under proposed conditions (LUC 937) to existing conditions (LUC 936). The analysis determined that although coffee/donut shops with drive-through windows do generate more trips per square foot, the overall reduction in area of the proposed Dunkin' development resulted in less trips under proposed conditions. As noted previously, the goal of the redevelopment is to increase sales and therefore, the sales data from the Dunkin' at 951 Worcester Street in Wellesley, MA was used to analyze the future build conditions. BETA concurs with this methodology. The ITE manual suggests that if a similar or like land use is available in the region of study, data could be obtained to confirm ITE rates, or to use the independent study rates if they are more appropriate.

9. Figure 5 seems to depict pass by trips including incorrect distribution of traffic at the intersection of Route 9 with Woodward Street/Elliot Street though it is referenced as site generated traffic volumes. Please clarify Figure 5 in the TIA of its depiction/intent.
10. The site generated trips are based on sales data at the Dunkin' restaurant on 951 Worcester Street in Wellesley, MA. As such, please verify the morning and afternoon peak hour traffic volumes are

comparable between Route 9 eastbound along the site frontage (940 Boylston Street in Newton, MA) and Route 9 westbound along the Dunkin' restaurant at 951 Worcester Street in Wellesley, MA to support the trip estimate methodology.

PROPOSED PARKING AND PARKING REQUIREMENTS

The parking lot is proposed to be reconfigured resulting in a reduction of parking spaces from 23 stalls (existing conditions) to 9 stalls (proposed conditions) to accommodate the addition of a drive-through window. The City Zoning Ordinance requires 1 stall per 3 patron seats and 1 stall per 3 employees for restaurant establishments including the required number of accessible stalls per number of stalls provided. The redevelopment proposes no indoor seating and 5 employees per shift that results in 2 stalls required for future conditions. Therefore, the proposed number of stalls (9) exceeds the requirement (2) set forth in the City's Zoning Ordinance for restaurant establishment including the required number of accessible spaces. In addition, the proposed stall dimension meets the minimum width of 9', though the stall depth does not meet the minimum of 19'.

11. Please clarify why an 18-foot-deep stall is proposed rather the minimum required of 19'.

CAPACITY ANALYSIS

A capacity analysis was completed at each of the study intersections of Route 9 with Woodward Street/Elliot Street and with the Dunkin' driveway during the morning and afternoon peak hours for existing, future (2028) no-build, and future (2028) build conditions. The analysis determined that the signalized intersection of Route 9 with Woodward Street/Elliot Street currently operates at LOS F during both the AM and PM peak hours under existing conditions and will continue to operate at LOS F under both the future no-build and future build conditions, though with minor decrease in overall intersection delay through signal timing optimization. At the unsignalized intersection of Route 9 with the Dunkin' site driveway, the right turn exiting movement operates with greater delays during both the morning and afternoon peak hours under existing conditions and will continue to operate with greater delays under both future conditions compared to existing conditions with the exception during the PM peak hour where the LOS improved from LOS F (future no-build) to LOS E (future build).

12. Please clarify how the LOS improved between the future no-build and future build conditions during the afternoon peak hour at the Route 9 intersection with the site driveway, though the site driveway has higher traffic volumes based on the additional trips generated by the proposed development under the future build condition.

Regarding vehicle queuing on the driveway, the operational analysis completed for existing conditions, estimated the queueing exiting the site driveway is approximately 5 vehicles and 1 vehicle during the morning and afternoon peak hours, respectively. Based on actual field reviews during these periods, Pare did not observe queuing on the driveway to the extent estimated in the program analysis. Pare indicated that the limitations of the Synchro Analysis does not reflect the reality of the driveway's operations due to program preventing the traffic model from showing the breaks (gaps) in traffic that occur when Boylston Street has a red light at the signalized intersection of Boylston Street with Woodward Street/Elliot Street to the west of the site. Therefore, the queue and delays should be considered conservative and worst-case scenarios for future conditions. BETA concurs with the Synchro Analysis limitations including the available gap along the Route 9 eastbound traffic stream that's created during the change intervals at the signalized intersection of Route 9 with Woodward Street/Elliot Street west of

the site. This available gap in traffic is utilized by right turn exiting vehicles at the site driveway that should result in no excessive queueing on the site driveways.

If we can be of any further assistance regarding this matter, please contact us at our office.

Very truly yours,
BETA Group, Inc.

Herman C. Peralta, P.E.
Project Manager

Project No: 10044

cc: Jeff Maxtutis, BETA