

November 8th, 2022

Town of Winchendon
109 Front Street
Winchendon, MA 01475

Attn: Nicole Roberts, Lane Use and Planning Coordinator

**Re: Response to Peer Review Comments – Proposed McDonald’s Drive Thru Improvements
235 Spring Street, Winchendon, Massachusetts**

Dear Ms. Roberts,

Below please find our response to the Peer Review Letter provided by Tighe & Bond, dated October 7th 2022. In support of this letter and resubmittal please also find the following items enclosed:

- Ten (10) 24"x36" copies of "Site Development Plans", prepared by Bohler Engineering, dated 8/22/2022, revised through 10/26/2022.
- Ten (10) 11"x 17" copies of "Site Development Plans", prepared by Bohler Engineering, dated 8/22/2022, revised through 10/26/2022.
- Ten (10) 11"x 17" copies of "Fire Truck Turn Exhibit", prepared by Bohler Engineering, dated 8/22/2022, revised through 10/26/2022.
- Ten (10) 11"x 17" copies of "Existing Stacking Exhibit", prepared by Bohler Engineering, dated 10/26/2022.
- Ten (10) 11"x 17" copies of "Proposed Stacking Exhibit", prepared by Bohler Engineering, dated 10/26/2022.
- Ten (10) copies of the Response to Comments Letter

For clarity, the comments are in italics, while our responses are directly below in normal font.

Review Comments

Comment 1: *The Applicant proposed to re-stripe some parking spaces in the northeastern corner (nearest Spring Street). We recommend that the Applicant confirm that the remaining space confined by curbing comply dimensionally to count as a space.*

Response 1: The remaining space in the northeastern corner is only 7.9' wide. As such, site plans and the parking count have been revised accordingly resulting in a total of 39 proposed parking spaces.

Comment 2: *The Winchendon Fire Department has concerns regarding emergency vehicle accessibility, specifically at the 15'-3" driveway width as shown. We recommend the Applicant review fire apparatus maneuvering documentation to demonstrate that access around the building and proposed drive – thru ordering facilities can be achieved when the ordering queue is fully utilized. We recommend the Applicant confirm the proposed design meets the requirements of the Winchendon Fire Department*

Response 2: A fire truck turn exhibit has been included in the resubmittal package illustrating fire truck circulation around the rear of the building without conflicting with the proposed drive-thru equipment or encroachment into the drive-thru lane. It's further notable that once cars clear the drive-thru lane during a life safety event, the clear space for truck access between the curb and the drive-thru clearance bar is 19.6'. We have also reached out to Deputy Vaine with Winchendon Fire and are awaiting feedback on the proposed layout.

Comment 3: *We recommend the Applicant confirm that vehicle queuing does not block the fire department connection to the building.*

Response 3: The existing and proposed drive-thru lanes are located between the drive-aisle and the fire department connection. In the case of an emergency it is anticipated that vehicles would exit the site and not be queuing in the drive-thru lane. Only paint markings bound the drive-thru lane on the outside, so we believe there is little risk that cars would not vacate the drive-thru lanes during an emergency situation where the fire department connections would need to be used.

Comment 4: *We recommend the Applicant demonstrate that the drive-thru layout provides enough space for pre-ordering queuing, and that the only accessible parking spaces are not blocked by the pre-ordering queue. A potential solution could include moving the accessible parking spaces further north.*

Response 4: The proposed drive-thru improvements will provide an additional stacking capacity of 5 stalls within the drive-thru queuing lane prior to the accessible parking stalls. Only 9 stacking spaces exist today and the proposed layout is anticipated to accommodate 14 vehicles. The purpose of adding the newly configured drive-thru is to improve the efficiency of ordering, reducing customer wait times and stacking behind the order points. We believe the proposed drive-thru configuration will vastly reduce drive-thru stacking and we do not anticipate cars to stack back to accessible parking stalls under normal operating conditions.

Comment 5: *Regarding general circulation, the exit onto Spring Street is directly across from existing driveways across Spring Street. We understand that currently, exiting onto Spring Street at this location can be challenging. We recommend the Applicant consider making the exit onto Spring Street be a right-turn only, with traffic requiring a left turn maneuvering around the site to exit on Cross Street to avoid existing conflicts with the existing gas station.*

Response 5: McDonald's would prefer to maintain the existing exit driveway allowing for a left or right turn as directing vehicles.

Comment 6: *The existing entrance to Spring Street is wide and may be confusing for patrons as a potential exist. We recommend the Applicant consider narrowing up the driveway entrance to further define it as an entrance-only.*

Response 6: McDonald's would prefer to maintain the existing entrance only driveway configuration. There are two (2) existing "Left Turn Only" and "Stop" signs located on each side of the recirculation lane to direct vehicle to take a left hand turn only.

We trust the provided information is sufficient for your needs at this time and look forward to discussing the project at the 11/16 joint Planning Board and Zoning Board of Appeals meeting. Should you have any questions or require additional information, please do not hesitate to contact either of us at 508-480-9900.

Sincerely,

BOHLER



Daniel Allen



Eric G. Dubrule