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November 14, 2022

Nicole Roberts
Lane Use and Planning Coordinator
Town of Winchendon
109 Front Street
Winchendon, MA 01475

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

Dear Ms. Roberts:

At the Planning Department’s request, Tighe & Bond has reviewed the submission materials for the proposed Drive-Thru and site improvements at the existing McDonald’s fast food restaurant located at 235 Spring Street in Winchendon, Massachusetts. We understand the Applicant has submitted an application for Site Plan Approval to the Winchendon Planning Board. Our initial findings were issued in a letter dated October 7, 2022. We received a response to those comments dated November 8, 2022 which included supplemental materials for our review. This letter is provided to outline Tighe & Bond’s findings, comments, and recommendations on the engineering and stormwater management aspect of the project.

Basis of Review

Tighe & Bond received the following materials via email which served as the basis of our review:

- Planning Board Application for Site Plan Approval – Impact Statement, prepared by Bohler, dated September 2, 2022
- Proposed Site Plan Documents, prepared by Bohler, dated July 11, 2022

During our review the following items were referenced, as necessary:

- Town of Winchendon Stormwater Regulations (September 2021)
- Town of Winchendon Site Plan Regulations (January 2008)
- The Massachusetts Stormwater Handbook
- Applicable State and Federal Regulations

Supplemental materials, prepared by Bohler, include the following:

- Response to Comments Letter, dated November 8, 2022
- Drawings entitled “Site Development Plans”, revised October 26, 2022
- Drawing entitled “Fire Truck Turn Exhibit”, revised October 26, 2022
- Drawing entitled “Existing Stacking Exhibit”, dated October 26, 2022
- Drawing entitled “Proposed Stacking Exhibit”, dated October 26, 2022



Review Comments

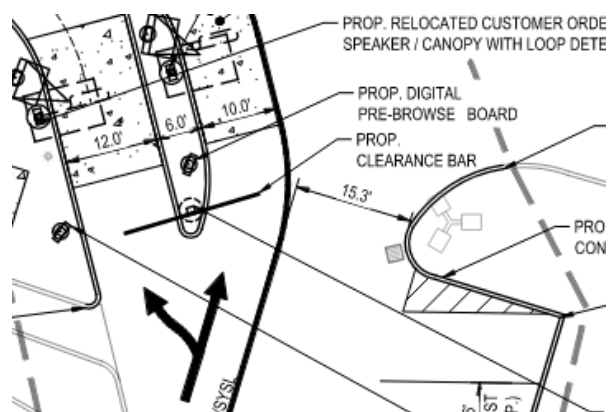
The following list includes our review comments relative to the initial following, followed by Bohler's response in bold lettering. Our final thoughts on each comment are provided in italics. The following comments pertain to the information presented on the Site Plans:

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.

Bohler Response: 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.

Tighe & Bond (T&B) Response: The comment has been addressed. The provided parking accommodations meet the Town's requirements.

2. The Winchendon Fire Department has concerns regarding emergency vehicle accessibility, specifically at the 15'-3" driveway width as shown below:



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.

Bohler Response: 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.

T&B Response: The provided Fire Truck Turn Exhibit presents graphical representation of the anticipate fire truck travel path, indicating that the apparatus can maneuver through the site. The comment has been addressed.

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

Bohler Response: 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 queueing 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.

T&B Response: We recommend the Winchendon Fire Department opine on access to the Fire Department Connection in the event of an emergency.

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.

Bohler Response: The proposed drive-thru improvements will provide an additional stacking capacity of 5 stalls within the drive-thru queueing 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.

T&B Response: We defer to the Board to determine if additional modifications or studies are warranted for potential stacking impacts to accessible parking stalls.

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.

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

T&B Response: We defer to the Board to determine if additional modifications or studies are warranted for vehicle maneuvering.

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

Bohler Response: 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.

T&B Response: We defer to the Board to determine if additional modifications or studies are warranted for vehicle maneuvering.

We appreciate the opportunity to provide these comments for the Board's consideration. Should you have any questions, please do not hesitate to contact me at 413-572-3238 or jechristy@tighebond.com.

Very truly yours,


Jean E. Christy, PE
Senior Engineer

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