

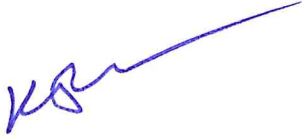
## MEMORANDUM

**DATE:** February 22, 2019

**TO:** Lisa Mead, Esquire  
Mead, Talerman & Costa, LLC  
30 Green Street  
Newburyport, Massachusetts, 01950

**FROM:** Robert J. Michaud, P.E. – Managing Principal  
Daniel A. Dumais, P.E. – Senior Project Manager

**RE: Proposed Newburyport Brewery Relocation & Expansion  
Response to Comments  
79 Parker Street – Newburyport, MA**



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MDM Transportation Consultants, Inc. (MDM) has prepared the following responses to transportation related comments as issued by Philip G. Christiansen, P.E. in a letter dated January 25, 2019 on originally submitted materials. To facilitate review, specific transportation comments that require responses are paraphrased with corresponding responses.

*Comment T1. "There are presently three driveways providing access to 79 and 77 Parker Street. The study does not specify if all three drives will remain as access and egress to and from the property or if only two access points will remain. This issue should be addressed by the Engineer or the developer in a response to these comments."*

**Response:** The three driveways providing access to 79 and 77 Parker Street will remain. The western driveway for 79 Parker Street will be restricted to right-in/right out movements; the eastern driveway will remain unchanged. The driveway for 77 Parker Street will be reduced in width to provide a single driveway opposite the existing 50 Parker Street driveway.

*Comment T2: "The western most driveway from the property to Parker Street is only 70 feet from the traffic light at the intersection of Parker Street and Henry Graff Jr Road. If that drive will continue to be used to enter and exit the property will there be queuing problems at the light?"*

**Response:** The western driveway will be restricted to right-in/right-out movements and the Proponent will install signs and pavement markings to reflect the restriction. With the restrictions in place, the capacity analysis included in the updated traffic memorandum dated February 22, 2019 indicates that the driveway will operate below capacity at LOS B or better during the peak hours and will not create any queuing problems at the adjacent signalized intersection of Parker Street and Graf Road.

Comment T3: *“What is the directional breakdown of entering and exiting traffic?”*

**Response:** The directional breakdown of entering and exiting traffic is based on the existing travel patterns in the area and is include in the updated traffic memorandum dated February 22, 2019.

Comment T4: *“The traffic analysis should also include the expected traffic flow to and from 77 Parker Street including all vehicle trips associated with the present use of the property.”*

**Response:** The vehicular trips for the present use of the 77 Parker Street property are included in the updated traffic memorandum dated February 22, 2019. These uses generate negligible peak hour traffic activity as no full-time employees are assigned to the site for current tenants, except during off-hours (midnight to 6 AM in the case of Publishers Circulation Fulfillment – a newspaper delivery company). The proposed parking area at 77 Parker will provide overflow parking for events at the 79 Parker Street facility. For analysis purposes all of the project traffic was assigned to the 79 Parker Street driveways to represent a conservative analysis scenario.

Comment T5: *“MDM did not mention seating capacity for the function Hall in the project description. It should be included in the descriptions. MTC provides a seating limit for the function hall of 100 and 175 for the tap room restaurant. MDM used a seating occupancy of 80 for the function hall in the calculations and 168 for the tap room restaurant. The difference between the MTC total of 275 seating capacity and the 248 average occupancy used by MDM should be explained.”*

**Response:** The traffic memorandum has been updated to include a description of the seating limit of the function hall of 100 and 175 for the tap room. The original memorandum used the anticipated average occupancy for traffic study purposes, consistent with industry practice. The updated Traffic Impact Assessment of February 22, 2019 assumes a maximum seating capacity of 275 (175 seats in the restaurant and 100 seats in the function space) to present a worst-case scenario; however, this nominal maximum seating capacity is not likely to occur during traditional “commuter” peak hours under normal operations of the site.

Comment T6: *“The driveway layout in Figure 2 of the report does not match the driveway layout of the submitted plans.”*

**Response:** Figure 2 has been updated to reflect the submitted plans.

Comment T7: *“The parking layout in Figure 2 is different than the parking layout in the submitted plans.”*

**Response:** Figure 2 has been updated to reflect the submitted plans.

Comment T8: *"Figure 2 does not include the proposed parking or existing driveway on the 77 Parker Street property."*

**Response:** Figure 2 has been updated to reflect the submitted plans and the 77 Parker Street overflow lot.