

October 31, 2019
BAI #219092

Mr. John T. Boxer, Esq.
ARC HTNEWRI001, LLC
2 Kay Street
Newport, RI 02840

REFERENCE: Preliminary Traffic Analysis
2 Kay Street - Restaurant
Newport, Rhode Island

Dear Mr. Boxer:

Bryant Associates, Inc. (BAI) has been retained by ARC HTNEWRI001, LLC to conduct a preliminary traffic analysis for the proposed restaurant space at the existing Hill Top Inn on Kay Street in Newport, RI. The site is located on the corner of Kay Street and Touro Street. There is a parking area, on the northeast side of the site, that can be accessed through a driveway on Kay Street. The parking area provides approximately seven parking spaces. There is pedestrian access to the site from Kay Street and Touro Street.

Kay Street at the existing driveway is a two-lane, two-way bituminous roadway approximately 27 feet in width, with 11 to 16-foot travel lanes, an unmarked parking lane on the east side of the roadway, and no shoulders. There is granite curb and concrete sidewalk on both sides of the roadway. There are light poles on the west side of the roadway. The curb cut opening at the existing driveway on Kay Street is approximately 24 feet in width and narrows to approximately 13 feet in width with stone pillars on both sides of the two-way bituminous driveway. Land use in this area is residential and commercial.

The intersection of Kay Street, Touro Street, and Bellevue Avenue is a three-way signalized intersection. There are crosswalks across all of the approaches. Kay Street at its intersection with Touro Street and Bellevue Avenue is a two-lane, two-way concrete roadway, approximately 27 feet in width with 11 to 16-foot travel lanes and no shoulders. North of the intersection there are stone pavers separating the concrete roadway from bituminous roadway to the north. Parking is prohibited on both sides of the roadway for approximately 100 feet from the intersection. Parking was observed on the east side of the roadway away from the intersection. There is granite curb on both sides of the roadway. There is brick sidewalk and light posts on the west side of the roadway. There is slate tile sidewalk on the east side of the roadway. The speed limit is not posted in the vicinity of the intersection and is assumed to be 25 mph. Touro Street at its intersection with Kay Street and Bellevue Avenue is an unmarked two-lane, two-way concrete roadway, approximately 24 feet in width, with a 11-foot

stop line and no shoulders. West of the intersection there are stone pavers separating the concrete roadway from bituminous roadway to the west. There is brick/concrete sidewalk, granite curb, and light posts on both sides of the roadway. Parking is prohibited on both sides of the roadway. The speed limit is not posted in the vicinity of the intersection and is assumed to be 25 mph. Bellevue Avenue at its intersection with Kay Street and Touro Street is a two-lane, two-way concrete roadway, approximately 38 feet in width, with 16 to 22-foot travel lanes and no shoulders. There is brick/concrete sidewalk, granite curb, and light posts on both sides of the roadway. There is 2-hour parking on the east side of the roadway. The posted speed limit is 25 mph. On the southwest side of the intersection there are two existing driveway openings approximately 40 to 50-feet in width for the adjacent Hotel Viking property.

The number of trips anticipated to be generated by the proposed restaurant was estimated using the Institute of Transportation Engineers (ITE) Trip Generation (10th edition) Land Use Code 931, Quality Restaurant, which sets forth trips generated at facilities similar to the proposed use. Table No. 1 shows the anticipated trips for the Saturday peak hour of generator for the proposed 64-seat restaurant.

Table No. 1
 Anticipated Trips

Saturday Peak Hour of Generator	64 Seat Restaurant Quality Restaurant (Land Use 931)
Enter	12
Exit	9

The anticipated number of trips to be generated by the proposed restaurant is 21 trips (entering and exiting) during the Saturday peak hour. The proposed restaurant is anticipated to have two dinner service time periods which will be by reservation only at 6:30 P.M. and 8:30 P.M. It is anticipated that some of the restaurant patrons will walk from nearby lodging, which will reduce the anticipated number of generated vehicle trips.

The City of Newport Code of Ordinances (Newport Ordinances) was used to calculate the required number of parking spaces. The Newport Ordinances require one parking space per 150 square-feet of customer service area plus one parking space per three employees for standard restaurants. It is estimated that the restaurant will have approximately 1,900 square-feet of customer service area and eight employees. Also, the Newport Ordinances require one parking space per guest bedroom plus one parking space per three employees for transient guest facilities. The inn is anticipated to have four guest rooms and less than three employees. Table No. 2 shows the required parking spaces for 1,900 square-feet of customer service area for the restaurant and the four-room inn.

Table No. 2
 Required Parking Spaces – Newport Ordinances

1,900 SF Customer Service Area Proposed Restaurant	4-Room Guest Facility Existing Hill Top Inn
16	5

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The total required number of parking spaces is 21 parking spaces. It is anticipated that the existing inn patrons will continue to utilize the existing parking lot and the proposed restaurant patrons will utilize an offsite parking lot, which will be accessed through a valet service. The offsite parking area will provide 18 parking spots between mid-September to mid-June and 28 parking spots between mid-June to mid-September. It is anticipated that some of the restaurant patrons will use rideshare (e.g. Uber, Lyft, etc.) to get to the site, which will reduce the number of parking spaces needed. The patrons that will walk from nearby lodging would also reduce the number of parking spaces needed. The inn/restaurant anticipates only small delivery trucks and vans, which will utilize the existing parking lot. The restaurant plans to use primarily local vendors and not large food services carriers for operation. It is anticipated that the existing on-site parking area is sufficient for these deliveries during the day when the restaurant will be closed.

There will be sufficient parking on-site for the existing inn and the offsite parking lot will exceed the required number of spaces per the Newport Ordinances for the proposed restaurant. There is anticipated to be minimal impact to the adjacent residential areas and neighborhood streets in terms of parking, based on the offsite parking provided with the valet service. It is anticipated that the trips generated by the proposed restaurant will have minimal traffic impact.

We are prepared to review this analysis with you at your convenience. If you have any questions or comments, please do not hesitate to contact me at (401) 834-1063 or tbrayton@bryant-engrs.com.

Very truly yours,
BRYANT ASSOCIATES, INC.



Todd E. Brayton, P.E.
Director of Operations – Rhode Island
Transportation Director

teb:erl/rb

