

Ref: 9193

April 15, 2022

Ms. Janet Carter Bernardo, P.E.  
Horsley Witten Group  
112 Water Street, 6<sup>th</sup> Floor  
Boston, MA 02109

Re: Supplemental Traffic Engineering Peer Review  
Alta Nashoba Valley - 580 Main Street  
Bolton, Massachusetts

Dear Janet:

Vanasse & Associates, Inc. (VAI) has completed a review of the supplemental materials that have been submitted by or on behalf of A Limited Dividend Affiliate of WP East Acquisitions, LLC (the “Applicant”) in support of the proposed Alta Nashoba Valley multifamily residential development to be located at 580 Main Street in Bolton, Massachusetts (hereafter referred to as the “Project”). This review focuses on the Applicant’s responses to the comments that were raised in our February 9, 2022 letter pertaining to the September 10, 2021 Site Plans prepared by Allen & Major Associates, Inc.<sup>1</sup> Responses to the comments concerning the September 2021 *Traffic Impact Assessment* that was prepared by The Engineering Corp (TEC) on behalf of the Applicant were addressed in our April 12, 2022 supplemental review letter. Allen & Major Associates, Inc. provided a letter dated April 12, 2022 with accompanying Site Plans revised through April 12, 2022 that are the subject of this supplemental review.

Based on our review of the supplemental materials, we have determined that the Applicant has been responsive to the comments that were raised in our February 9, 2022 review letter pertaining to the September 10, 2021 Site Plans. Follow-up comments pertaining to the addition of pedestrian crossing warning signs and exterior bicycle racks should be addressed as a part of the final Site Plans. For reference, listed below are the comments that were raised in our letter pertaining to the Site Plans followed by a summary of the information submitted on behalf of the Applicant, with additional comments indicated in **bolded** text for identification.

### Site Plans

Comment S1. *A vehicle turning analysis should be provided using the AutoTurn© software for service and delivery vehicles (SU-30 or SU-40 design vehicle). The turning analysis should depict all maneuvers required to enter and exit the Project site, loading areas and the locations for trash/recycling, and should demonstrate that the subject vehicles can access the Project site and circulate in an unimpeded manner.*

Response: A vehicle turning analysis was provided for an SU-40 design vehicle (Sheet No. C-602) and demonstrates that the subject vehicle is able to access and circulate within the Project site, noting

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<sup>1</sup>Preliminary Application for Comprehensive Permit, Alta Nashoba Valley, 580 Main Street, Bolton, MA; Allen & Major Associates, Inc.; September 10, 2021.

that back-up maneuvers will be required to access dumpsters and loading areas, which is not uncommon. **No further response required.**

**We note that the vehicle off-tracking that is shown for the right-turn movement exiting the Project site and for the maneuvering to access the dumpster area for Building 3 are unlikely to occur under actual operating conditions.**

Comment S2. *A narrative should be provided that describes how tenant moves and trash/recycling pick-up will be accommodated/managed. The narrative should be consistent with and inform the vehicle turning analysis.*

Response: Tenant moves will be scheduled in advance with on-site management staff and moving vehicles and large deliveries will be accommodated within designated loading areas for each building, which have been reflected in the vehicle turning analysis. **No further response required.**

Comment S3. *“Keep Right” signs should be installed in the leading edge (nose) of the median of the Bolton Office Park driveway facing Route 117 and for motorists exiting the Project site.*

Response: The requested sign has been added to the median (see Sheet No. C-102) **No further response required.**

Comment S4. *“Only” pavement markings should be installed to accompany the turn arrows in the lane approaching Route 117 and a lane use regulatory sign should be installed prior to the entrance to the turn lanes.*

Response: The requested pavement markings and sign have been added (see Sheet No. C-102) **No further response required.**

Comment S5. *STOP-signs and STOP-lines should be added for the drive aisles that intersect the main drive from Route 117.*

Response: STOP-signs and marked STOP-lines have been added as requested (see Sheets No. C-102 and C-103) **No further response required.**

Comment S6. *“One-Way” and “Do Not Enter” signs should be installed to regulate the flow of traffic where one-way traffic is to be conveyed (mail center and between Building 1 and Building 4).*

Response: The requested signs have been added to the Site Plans (see Sheets No. C-103 and C-104) **No further response required.**

Comment S7. *Pedestrian crossing warning signs should be installed at the crossings at the mail center and between Building 1 and Building 3.*

Response: The requested signs have been added to the Site Plans (see Sheets No. C-103 and C-104).

**The final Site Plans should include similar signs for the crosswalk between Building 1 and Garage B.**

Comment S8. *The sight triangle areas for the Bolton Office Park driveway intersection with Route 117 should be shown along with a note to indicate: “Signs, landscaping and other features located within sight triangle areas shall be designed, installed and maintained so as not to exceed 2.5-feet in*



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*height. Snow accumulation (windrows) located within sight triangle areas that exceed 3.5-feet in height or that would otherwise inhibit sight lines shall be promptly removed."*

Response: The critical portion of the sight triangle areas and the requested note have been added to the Site Plans (see Sheet C-102). **No further response required.**

Comment S9. *Consideration should be given to installing electric vehicle (EV) charging stations.*

Response: The Applicant will provide two (2) dual-outlet EV charging stations per building, each of which can charge four (4) vehicles. In addition, the necessary infrastructure will be installed to support the installation of an additional two (2) dual-outlet EV charging stations per building. **No further response required.**

Comment S10. *Bicycle racks should be provided at the clubhouse and at appropriate locations proximate to each residential building. Interior, weather protected bicycle parking should also be provided within each building.*

Response: Bicycle storage has been provided within the on-site garages for resident use.

**We continue to recommend that exterior bicycle racks also be provided for each building, at the clubhouse and proximate to the playground. These accommodations should be added to the final Site Plans.**

This concludes our review of the materials that have been submitted to date in support of the Project. If you should have any questions regarding our review, please feel free to contact me.

Sincerely,

VANASSE & ASSOCIATES, INC.

*Jeffrey S. Dirk*  
Jeffrey S. Dirk, P.E., PTOE, FITE  
Managing Partner

*Professional Engineer in CT, MA, ME, NH, RI and VA*

JSD/jsd

