

March 19, 2020

Maynard Planning Board
195 Main Street
Maynard, MA 01754

Attn: Bill Nemser – Town Planner

Re: Capital Group Properties– Request for Determination of Minor Modification
129 Parker Street, Maynard, MA

Dear Mr. Nemser,

Below please find our response to a comment letter from VHB, dated February 24, 2020. For clarity, the comments are in *italics*, while our responses are directly below in normal font.

Lighting Comments

Comment 1: *The letter from Bohler mentions the modification of lighting locations. Due to the reconfiguration of building and parking the applicant should provide an updated photometrics plan to determine if there is adequate lighting.*

L1

Response 1: **A revised lighting plan will be submitted under separate cover.**

Drainage Comments

Comment 1: *The Applicant shall provide drainage calculations, or a summary spreadsheet comparing the approved vs. proposed drainage designs, showing that the minimal pavement increase of 1,500 SF can be accommodated in the central pond.*

D1

Response 1: **With the changes to the one-way travel width described in additional responses below, there is now a minor reduction (+/- 10SF) in impervious area from the approved plans. Due to this reduction there are not anticipated impacts to the approved drainage system and no additional calculations are required.**

Truck Turning Comments

Comment 1: *The “No Tractor Trailer” sign at the revised entry drive should be moved to a more visible location to prevent trucks from turning at the revised entrance. Applicant should consider modifying the sign to “Tractor Trailers No Right Turn” directly at the revised entrance drive. The Applicant should consider revising the “No Tractor Trailers” sign proposed behind building R4 to read “Tractor Trailers, no Left Turn”*

TT1

Response 1: **The revised entry drive has been modified to a one-way right turn access only as requested by the reviewer and has been designed to accommodate WB-50 trucks. The “No Tractor Trailer” sign at the entry drive has been removed. The sign behind R4 has been modified as requested.**

Traffic Comments

T1

Comment 1: *The reconfiguration of the Site layout results in a reduction in the number of drive-through lanes (from three to two) for the proposed bank use in Building R6. With a drive-through lane being eliminated the combined total storage area is reduced (from roughly 315 feet to 140 feet). However, the entrance and exits to the drive-through area have been appropriately channelized which should help minimize conflicts. The applicant should confirm the adequacy of the queue storage.*

Response 1: **As noted in the submitted letter by Green International, the provided storage length in the drive-thru should be sufficient to accommodate the anticipated queues. The attachment depicts a queue with a conservative nine vehicles within the dedicated drive thru lanes approximating a typical sedan vehicle size. Queues are not expected to spill over into the circulating lane serving Buildings R6 and R7.**

T2

Comment 2: *The use of the 20-foot wide circulation aisle to the north of Building R7 should be clarified. The leaders to the R5-1 “Do Not Enter” signs should be modified to make it clear that these signs will be installed on both sides of the easterly end of the aisle facing westbound traffic. The need for the “No Right Turn” sign proposed also should be discussed. The applicant should provide signage at the westerly entrance indicating that this area is intended for loading.*

Response 2: **The circulation aisle to the north of R7 is for delivery vehicles to access the rear of R7. Leader arrows for the “Do Not Enter” signs have been clarified. As noted in the submitted letter by Green International, SU-40 trucks are also unable to fully access Building R7 going clockwise, so No Right Turn signage is proposed at the end of the one-way loading lane as recommended by Green International.**

T3

Comment 3: *The approved site plan featured an internal driveway restricted to entering/exiting right turns at the north end of Digital Way. With the current plan that driveway has been shifted approximately 75 feet to the west. While the prior plan featured a 175-foot internal throat before being intersected by any internal curb cuts the new plan has this drive aisle being intersected by opposing east/west internal driveways only 30-feet from Digital Way. To minimize turning movement conflicts, exiting Site traffic should be eliminated with only entering right turns allowed at this driveway.*

Response 3: **This entrance has been modified to allow for only right turn entering vehicles and the travel lane between R5 and R7 has been changed to a twenty-foot side one way as recommended in Comment #4 below.**

T4

Comment 4: *With the suggested change noted above, standard R1-1 Stop signs should be labeled on both internal approaches to this driveway. Standard R3-1 and R3-2 graphic no right/left-turn signs also should be posted on the westerly and easterly approaches to this internal intersection. With this change, the westerly edge of the driveway should be shifted east. There also may be opportunities the reduce the width of the internal 30-foot wide drive aisle between this point and the northerly end Building R7 with this change. This would require the southerly side of the north/south aisle being made one-way northbound with corresponding signage.*

Response 4: **Additional no right turn, and no left turn signs have been added at the one-way entry as well as at other intersections as needed due to the modifications.**

T5

Comment 5: *The Applicant should document that the transformer and accompanying bollards to the east of the relocated right-turn entrance do not adversely limit sight lines of traffic turning from in front of Building R7.*

Response 5: **Green International reviewed this area and one bollard was removed to allow for appropriate sight lines.**

T6

Comment 6: *The two parking spaces at the southeasterly side of the parking field to the south of Building R5 should be eliminated due to the proximity to the internal intersection.*

Response 6: **One (1) parking spaces has been removed within this area based upon the one-way modifications noted above. Three (3) additional spaces were added to the parking field north of R5 to offset the parking lost here as well as that noted in Comment #7 below.**

T7

Comment 7: *Documentation should be provided as to why the easterly corner radius to the east of Building R4 was modified. An improved pedestrian crossing would be provided if this radius matched the one provided at the westerly side of the driveway. The two parking spots to the east of that driveway should be eliminated to avoid conflicts with the driveway.*

Response 7: **The configuration in this area was changed to better facilitate truck traffic and other turning movements at this intersection. The two (2) parking spaces have been removed as requested. Three (3) additional spaces were added to the parking field north of R5 to offset the parking lost here as well as that noted in Comment #6 above.**

We trust the above is sufficient for your needs at this time. Should you have any questions or require additional information, please do not hesitate to contact either of us at (508) 480-9900.

Sincerely,

BOHLER ENGINEERING

Nathaniel E. Mahonen, P.E.

John A. Kucich, P.E.

Cc: William Depietri, Capital Group Properties