



GREEN INTERNATIONAL AFFILIATES, INC.

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December 11, 2019

Mr. Danny Ruiz
Capital Group Properties, Inc.
259 Turnpike Road
Southborough, MA 01772

**Subject: Maynard Crossing – Proposed Building R6
Modification Traffic Review**

Dear Danny:

In response to your request, Green International Affiliates, Inc. (Green) has reviewed the proposed site plan changes relative to Building R6 in terms of traffic circulation, accommodation and safety. The proposed modification includes reducing the proposed building from 5,343 square feet (sf) to 5,000 sf building. In addition, the changes also involve reducing the drive thru from 3 lanes to two (2) lanes. It is currently anticipated a primary tenant of R6 would be a bank, which is why multiple drive thru lanes are provided. The new plan also shows the loss of one parking space and reduction in dividing island sizes to accommodate the shift in building size and minimize any loss of parking spaces.

Our assessment consisted of reviewing the proposed changes in the area of Building R6 as shown on the recent preliminary plan revision prepared by Bohler Engineering¹ and comparing to the originally approved overall plan. As part of our review, we reviewed the proposed change in overall site trip generation.

Building R6-Related Trip Generation

The proposed change in building size is minimal and represents an even small percent change in the overall commercial space master plan. As such, it is not anticipated that the proposed change to Building R6 by itself will result in any measurable change in traffic generation when compared to the original plan.

R6 Parking

The proposed changes to Building R6 plan has minimal or no effect on the proposed parking supply to serve the building notwithstanding the additional parking provided on other areas of the site.

R6 Circulation Pattern

The proposed changes to Building R6 will retain the same basic circulation and traffic flow pattern that was proposed in the originally approved master site plan.

R6 Drive Thru Lanes

The drive thru lane is approximately 100 feet from the window/machine to the entry point. Without considering the additional room provided for the second lane, this would accommodate approximately five (5) vehicles. As a motorist approaches the corner of the building, the lane widens out to allow for access to either of the service areas.

¹ Bohler Engineering, Inc., Site Development Plans, Preliminary Site Plan B, Sheet 9, received 10/16/19.

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Pedestrian and Bicycle Accommodation

As part of the original plan, there are accommodations on the site for pedestrian movement and bicycle parking. With the proposed changes to Building R6, there will be modifications and shifting of bicycle parking and crosswalk and these shifts are consistent with the appropriate and safe accommodation.

Conclusions

In concluding, the proposed modifications to Building R6, by itself, is relatively minor and is not expected to significantly impact traffic operations within the overall Maynard Crossing site. Based on the proposed plan, we have no further recommendations or suggested changes to the plans at this time. If you have any questions, do not hesitate to contact me.

Very truly yours,
GREEN INTERNATIONAL AFFILIATES, INC.

Bill

William J. Scully, P.E.
Vice President
Municipal Transportation &
Infrastructure Services

WJS/sm