



To: Ms. Jody Kablack

Date: January 7, 2016

Memorandum

Project #: 13125.00

From: Karen F. Staffier, P.E.
Vinod Kalikiri, P.E.

Re: Grocery Store at Meadow Walk
Sudbury, MA

On behalf of BPR Development LLC, we respectfully offer the following responses to the comment letter prepared by Mr. Bill Place dated November 30, 2015. We have repeated each comment in italics followed by the response in bold text to facilitate the review.

1. *A cross walk should be provided from the proposed intersection across Route 20 to the Shaw Supermarket parking lot.*

The proposed signalized access improvements for the Project includes a push button actuated crosswalk across Boston Post Road.

2. *A Walkway easement will be required along the frontage of the property in order for the Town to properly maintain the walkway.*

Acknowledged.

3. *I would recommend the westerly entrance be restricted to right turns exiting the site, all other traffic should be required to use the proposed intersection.*

The recently submitted detailed traffic study includes a sight distance analysis for the westerly driveway. The analysis indicates that adequate sight lines are available per AASHTO requirements. It is expected that service/delivery vehicles will use this driveway and not the easterly signalized driveway to service the tenants on the Site. While the predominant service route is expected to be oriented to the west, limiting turns at the westerly driveway and requiring larger vehicles to exit only via the signalized driveway would significantly increase the footprint of the signalized intersection, which in turn could affect intersection operations, queue stacking lengths, abutting property impacts, pedestrian crossings, etc. The Proponent will continue to work with the DPW to review the pros and cons of imposing turn restrictions at the westerly driveway.

4. *Not sure how storm water runoff is to access vegetated swales within the parking lot with snow banks blocking the curb breaks. I would recommend installing gutter inlets.*

Water will enter the vegetated swales through breaks in the curbs. Gutter inlets will also be provided at the low points for redundancy during winter conditions. The Applicant intends to submit a set of revised Site Plan Approval drawings incorporating a variety of changes requested by the Planning Board, town

staff and other stake holders. These changes will include the addition of a detail of the curb breaks and gutter inlets on the plans to further clarify the design intent.

5. *The Traffic Analysis looked at the comparison of the 45,000 sq. ft. grocery store to the 561,000 sq. ft. R&D building, the study should look at the full build of the entire site.*

The traffic memorandum was intended as an initial submittal to support the grocery store application only as the Project team was awaiting completion of the MassDOT scoping process before preparing a full study. A detailed Traffic Impact and Access Study (TIAS) has since been prepared that includes an analysis of the full build-out of the Project. The TIAs will be submitted to the Town on 01/07/16.

6. *The layout of the proposed intersection does not appear to address Highland Avenue traffic. There will be conflict in turning movements if Highland Avenue is not considered as part of the redevelopment project.*

Evolution of the access design, after taking into account abutting property owners' needs and right of way / wetland impacts, etc. has resulted in the relocation of the proposed primary Site driveway towards the easterly end of the property and away from Highland Avenue. Please see the conceptual access improvement plan (Figure 6) included in the traffic study for the new driveway location. The Applicant acknowledges the importance of considering the impact of the proposed roadway improvements on the Highland Avenue residences and the operation of Highland Avenue and is committed to working with MassDOT, the Town of Sudbury, the Highland Avenue property owners and other abutters to ensure that adequate consideration is given to the needs of all of these stakeholders. The Applicant is currently discussing and working with the owners of the Shaw's Plaza on this topic and other related matters.

7. *Stormwater Application has not been received for review. Drainage analysis should include the exiting Fire Station with the proposed expansion.*

The Applicant has submitted a Stormwater Management Permit application to the Town of Sudbury's Planning Board. That application included an introductory memorandum regarding the proposed stormwater design for the Grocery Store, pending further development of the Master Plan for the overall project and the gathering additional ground water elevation data. A comprehensive stormwater watershed analysis report is in the process of being finalized to supplement the previously submitted Stormwater Management Permit application materials for the Grocery Store (as well as to support other permitting efforts for other uses in the Master Plan for the rest of the site). On behalf of the Applicant, VHB, anticipates submitting that report to the Town and its peer reviewer on or before January 21, 2016 in order to allow for our team to present the findings of the report in a formal manner to the Planning Board at a public hearing on January 27, 2016. The forthcoming report will include a drainage analysis

that does take into account the portion of the Fire Station property that currently drains onto the project site.

8. *The Town should inquire about the acquisition of the land west of existing Fire Station for future expansion of the station.*

Acknowledged.

9. *Sewer analysis should include possible tie in the proposed Fire Station.*

Based on the Applicant's sewer demand analysis and initial conversations with DEP related to upgrading the existing wastewater treatment plant, the Applicant does not currently expect to have any surplus wastewater treatment capacity to support uses beyond its proposed program.

10. *Traffic mitigation should include synchronizing the proposed intersection with the intersection at Nobscot Road. Other mitigation should include the installation of traffic signal at the intersection of Horsepond Road and Route 20.*

The detailed traffic impact and access study includes, among other off-site traffic mitigation items, a proposal to coordinate the new traffic signal with the existing traffic signals at the Nobscot Road and Union Avenue intersections on Boston Post Road which will certainly improve traffic operations in this section of the Route 20 corridor.

The traffic study includes analysis of the Horse Pond Road/Boston Post Road intersection both with and without the Project. As indicated in the study, compared to the reuse of the existing buildings on the Site by another office/R&D tenant, the Project can be expected to result in less peak hour traffic traveling through the intersection on weekdays. During the Saturday midday peak hours, the additional Site traffic is estimated to result in a nominal four percent increase in traffic at the intersection. The significant investment in roadway, traffic control and pedestrian and bicycle amenities along the Site frontage, coupled with the reduced weekday peak hour traffic as a result of the Project, can be expected to enhance overall corridor traffic operations.