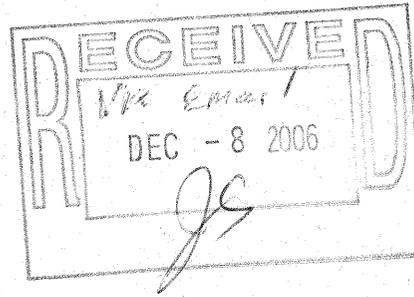


December 7, 2006



Mr. Jay Szklut
Planning and Economic Development Manager
Town of Belmont
455 Concord Avenue
Belmont, MA 02478

Re: The Residences at Acorn Park, Belmont, MA

Dear Mr. Szklut:

BSC has reviewed a letter dated November 28, 2006, by Vanasse & Associates, Inc. (VAI), on behalf of O'Neil Properties, proponent for the proposed Residences at Acorn Park development. The letter evaluated the impacts associated with shifting buildings and roadways on the site plan to avoid some wetland resource areas. BSC also reviewed a plan titled "Fire Truck Access Plan" prepared by VAI. BSC's comments below follow the subject headings used in the VAI letter.

Acorn Park Drive

The proponent proposes to maintain the existing 30-foot width on Acorn Park Drive instead of the originally proposed 32 feet. As a result, the roadway cross-section will consist of two 15-foot lanes with shared bicycle/shoulder lanes. The resulting lane configuration is an 11-foot travel lane and 4-foot bicycle lane in each direction. VAI should clarify what it means by a "bi-directional shared shoulder/bike/travel area". The VAI letter states that connectivity is provided for vehicles, bicyclists and pedestrians. BSC is not able to comment on connectivity provided for pedestrians since the plan reviewed did not show the sidewalks from the project site connecting to existing sidewalk on Route 2.

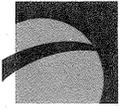
Life-Safety Issues

VAI provided a plan that shows the paths traced by single-unit fire truck with ladder around the perimeter of the proposed buildings and the internal roadways. BSC concurs that the truck paths as shown by the Auto-Turn software were drawn properly. BSC also evaluated how the SU-30 design truck, representing a shuttle bus, delivery and moving vans, would operate at the site driveways. The truck template shows an SU-30 truck turning right into the first and third drives would encroach on the opposing exit lane in order to avoid going over the entrance curb. The proponent should improve the turning radius or widen the site drives at the two outside driveways to prevent encroachments.

Sidewalks

A revised site plan showing the location of the proposed sidewalk should be provided to the Town for review and comment.

Engineers
Environmental
Scientists
GIS Consultants
Landscape
Architects
Planners
Surveyors



Bicycle Lanes

A 4-foot wide bicycle lane is to be provided along the 11-foot travel lane on Acorn Park Drive. According to the MassHighway Project Development and Design Guide a minimum width for the bicycle lane is 4 feet if the bicycle lane is adjacent to the edge of pavement. A lane width of 5 feet is preferred if the bicycle lane is adjacent to vertical curbing, parking lane or guardrail. The proponent should confirm if any of these conditions is present. If so, BSC recommends that the bicycle lane width should be increased to 5 feet, or it should not be delineated as a bicycle lane, but as a shoulder with bicycle accommodation.

In previous reviews, BSC commented on the number of driveways and the fact that they were spaced too closely together and therefore could impact traffic operations and safety. BSC recommended that a minimum driveway spacing of 185 feet as recommended by the *Transportation Research Board Access Management Manual* should be implemented with respect to the access drives. These issues are still outstanding and the site plan with the fire truck paths showed the same number of driveways and spacing. BSC is of the opinion that this is a safety issue and should be rectified.

Very truly yours,

BSC GROUP, INC.

Charles A. Kalauskas, PE
Executive Vice President

Cc: Robert Vanasse, Vanasse & Associates Inc