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ASSOCIATES  
A TETRA TECH COMPANY

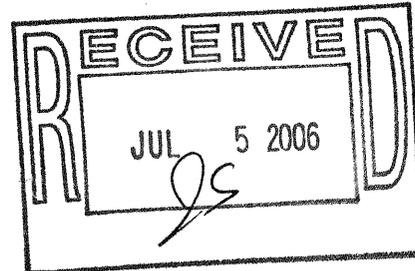
*summarized*

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(508) 903-2001 fax  
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June 29, 2006

Mr. Charles Kalaskas, P.E.  
The BSC Group  
15 Elkins Street  
Boston, MA 02127

**Re: The Residences at Acorn Park  
Belmont, Massachusetts**



Dear Mr. Kalaskas:

Rizzo Associates, Inc., on behalf of AP Cambridge Partners, LLC, is providing a response to the driveway spacing comment raised in the March 16, 2006 letter prepared by the BSC Group with regard to their review of the Site Layout Plan for The Residences at Acorn Park.

We requested that the response be provided by the Project Traffic Engineer, Vanasse & Associates, Inc.. Their letter dated June 14, 2006 is attached for your review. Once you have had an opportunity to review the letter we would like to meet and discuss further questions or comments you may have.

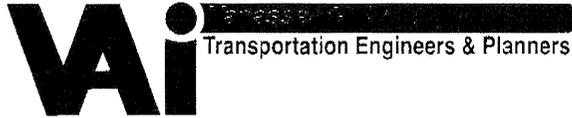
Please call me at 508-903-2350 to discuss.

Very truly yours,

A handwritten signature in black ink, appearing to read "David Albrecht".

David M. Albrecht, P.E.  
Senior Project Manager

C: S. Corridan – O’Neill Properties  
J. Ward, Esquire – Nutter, McClennen & Fish, LLP  
R. Engler – Stockard Engler & Brigham  
Jeff Dirk - VAI  
File



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Ref: 4452

June 14, 2006

Mr. David M. Albrecht, P.E.  
Senior Project Manager  
Rizzo Associates, Inc.  
One Grant Street  
Framingham, M A 01702-9001

Re: The Residences at Acorn Park  
Belmont, Massachusetts

Dear Mr. Albrecht:

We have evaluated the comments of the Traffic Site Peer Review Consultant, Mr. Charles Kalaukas of BSC Group regarding driveway spacing and respond with the following.

The establishment of the site circulation patterns and the life safety requirements of complete and proximate access to all sides of the buildings, essentially dictates the on-site parking field, circulation aisle configuration, and consequent location of the intersections along Acorn Park Road.

The spacing as currently proposed is

Frontage Road to North Drive  $\pm 280'$   
North Drive to Central Drive  $\pm 120'$   
Central Drive to South Drive  $\pm 120'$

Mr. Kalaukas cites a Federal Guideline (Transportation Research Board (TRB)-Access Management Manual) which, in our view, is intended for commercial drives on public ways with traditional levels of commercial traffic volumes. The manual speaks to "major roadways.... "potentially high volumes, unsignalized access points" and "high volume and high speed conditions" etc., all characteristics of high volume roadways, high volume commercial drives on public ways, and, in our view, is clearly not representative of the conditions along Acorn Park Drive. This area is *a private way* with low volume driveways proposed in area of the roadway which displays

- tangent (straight) horizontal alignment
- level (flat) vertical alignment
- existing low peak hour volumes today
- moderate level peak hour volumes in the future and
- adequate and appropriate sight lines for all movements to and from the drives from Acorn Park Drive

It is our view that the more important and appropriate Stopping Sight Distance (SSD) criteria, as defined by MassHighway and universally accepted and understood, are more correctly applicable to this situation.

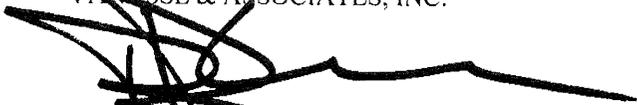
Mr. David M. Albrecht, P.E.  
June 14, 2006  
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Compared to these requirements, all drives comply with the +250-foot requirement, with available measurements ranging from 295 feet to 607 feet and satisfying these requirements at the measured speeds for a driver on Acorn Park Drive.

Again, we affirm our statement the evening of the hearing, the subsequent opinions on both the existing and revised proposals, and evaluation of overall operations with both the Residences at Acorn Park occupied and the Office Park build out and occupied, that the proposed driveway configuration can and will operate satisfactorily and safely in its current proposed configuration along Acorn Park Drive.

Sincerely,

VANASSE & ASSOCIATES, INC.



Robert D. Vanasse, Mass. P.E.#27940  
President

RDV/mef

cc: James G. Ward, Esquire - Nutter, McClennen & Fish  
RDV, JSD, File