

summarized

ENGINEERS • SCIENTISTS • PLANNERS

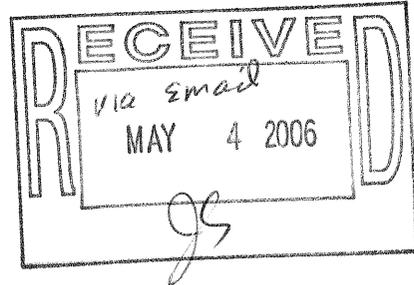
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May 3, 2006

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



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

Dear Mr. Kalauskas:

Rizzo Associates, Inc., on behalf of AP Cambridge Partners, LLC, is providing responses to the comments raised in the March 16, 2006 letter prepared by the BSC Group with regard to their review of the Site Layout Plan dated December 6, 2005 prepared by Rizzo in support of The Residences at Acorn Park. Listed below are each of the comments raised in BSC Group's letter followed by our response.

Comment: *"The site plan shows a proposed sidewalk along Acorn Park Drive in front of but not connected to any existing sidewalk. The proposed sidewalk should, at a minimum, be extended to Frontage Road. In addition, handicap access ramps should be shown at the driveway entrances where crosswalks are proposed."*

Response: The proposed sidewalk will be extended to Frontage Road, with handicapped ramps provided for crossing the proposed site driveways where sidewalks are proposed. Sidewalk materials to be used may consist of pervious material vs. bituminous pavement.

Comment: *"There are no sidewalks in front of Buildings A and E. Is it the intent to have pedestrian access by way of the sidewalk to the back of the buildings? Please clarify."*

Response: We will take this under advisement and as the plan progresses we will define appropriate locations for on site sidewalks. We have added sidewalk access to the rear of the buildings A and E for the handicapped parking spaces.

Comment: *"The proponent should show bicycle connections from the project site to*

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other parts of Belmont.”

Response: Bicycle connections to and from the project site are depicted on Figure 1 that was included as a part of the April 28, 2006 Response to Comments letter submitted by Vanasse & Associates, Inc. to the Town of Belmont in support of the subject project.

Comment: *“The location and number of bicycle racks should be shown on the site plan.”*

Response: We will include 4 bicycle racks per building and locate them in the garages under the buildings.

Comment: *“The throat length of the center drive with the angled parking appears to be too short and could result in conflicts with entering and exiting vehicles. Consider removing the two parking spaces nearest to Acorn Park Drive.”*

Response: According to the VAI traffic study dated January 2006, the average queue length at each driveway exit is one (1) vehicle. There is adequate length for one vehicle and parking does not need to be removed. Please refer to attached Figure 14 from the VAI study.

Comment: *The site plan shows three proposed closely spaced driveways within 300 feet. Acorn Park Road, according to the traffic study would experience a significant increase in traffic from the Cambridge Discovery Park and other developments in the future. The number of driveways and their spacing should be reconsidered to provide safer access to the development and also reduce the number of conflict points along Acorn Park Drive.*

Response: The proposed access points to the site have been designed to facilitate on-site traffic circulation and access to parking in an efficient manner. Given the relatively low traffic generation of the site and that sight lines meet or exceed State and Federal design standards, the driveways can function in a safe and efficient manner.

Comment: *“The access to the underground parking garages for Buildings D and E as well as Buildings A and E are very close together. There are several movements into and out of these garages that would be hard to make, especially in the presence of other vehicles. The proponent should re-*

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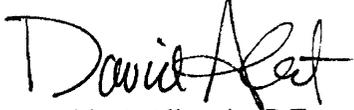
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evaluate the layout at these entrances and if possible provide more separation between them."

Response: We will take this under advisement and as the plan progresses we will define appropriate garage access signage.

Please call if you have any questions or comments.

Very truly yours,



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
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**Table 14 (Continued)
UNSIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND QUEUE SUMMARY**

Unsignalized Intersection/Peak Hour/Movement	2005 Existing			2010 No-Build			2010 Build					
	Demand ^a	Delay ^b	LOS ^c	Queue ^d Avg.	Demand	Delay	LOS	Queue Avg.	Demand	Delay	LOS	Queue Avg.
Acorn Park Drive at Center Site Driveway:												
<i>Weekday Morning:</i>												
Acorn Park Drive NB LT/TH	--	--	--	--	--	--	--	--	109	0.0	A	0
Acorn Park Drive SB TH/RT	--	--	--	--	--	--	--	--	707	0.0	A	0
Center Site Driveway EB LT/RT	--	--	--	--	--	--	--	--	46	17.5	C	1
<i>Weekday Evening:</i>												
Acorn Park Drive NB LT/TH	--	--	--	--	--	--	--	--	491	0.0	A	0
Acorn Park Drive SB TH/RT	--	--	--	--	--	--	--	--	163	0.0	A	0
Center Site Driveway EB LT/RT	--	--	--	--	--	--	--	--	24	12.8	B	0
Acorn Park Drive at South Site Driveway:												
<i>Weekday Morning:</i>												
Acorn Park Drive NB LT/TH	--	--	--	--	--	--	--	--	86	0.0	A	0
Acorn Park Drive SB TH/RT	--	--	--	--	--	--	--	--	709	0.0	A	0
South Site Driveway EB LT/RT	--	--	--	--	--	--	--	--	32	16.6	C	1
<i>Weekday Evening:</i>												
Acorn Park Drive NB LT/TH	--	--	--	--	--	--	--	--	479	0.0	A	0
Acorn Park Drive SB TH/RT	--	--	--	--	--	--	--	--	124	0.0	A	0
South Site Driveway EB LT/RT	--	--	--	--	--	--	--	--	17	12.2	B	0

^aDemand in vehicles per hour.

^bAverage control delay per vehicle (in seconds).

^cLevel-of-Service.

^dQueue length in vehicles.

^eNot calculated.

^fAssumes a single approach lane. Field observation indicate that the approach functions as two lanes.

EB = eastbound; WB = westbound; NB = northbound; SB = southbound; LT = left-turning movements; TH = through movements; RT = right-turning movements.

**Table 14
UNSIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND QUEUE SUMMARY**

Unsignalized Intersection/Peak Hour/Movement	2005 Existing				2010 No-Build				2010 Build			
	Demand ^a	Delay ^b	LOS ^c	Queue ^d Avg.	Demand	Delay	LOS	Queue Avg.	Demand	Delay	LOS	Queue Avg.
10. Acorn Park Drive at Alewife Station Off-Ramp												
<i>Weekday Morning:</i>												
Alewife Station Off-Ramp TH	2,044	0.0	A	0	2,235	0.0	A	0	2,235	0.0	A	0
Alewife Station Off-Ramp RT	12	0.0	A	0	39	0.0	A	0	39	0.0	A	0
Acorn Park Drive NB RT	68	>50.0	F	10	86	>50.0	F	NC ^e	119	>50.0	F	NC
<i>Weekday Evening:</i>												
Alewife Station Off-Ramp TH	1,172	0.0	A	0	1,277	0.0	A	0	1,277	0.0	A	0
Alewife Station Off-Ramp RT	4	0.0	A	0	34	0.0	A	0	34	0.0	A	0
Acorn Park Drive NB RT	22	23.4	C	1	101	>50.0	F	5	118	>50.0	F	6
13. Lake Street at Cross Street:												
<i>Weekday Morning:</i>												
Lake Street EB TH/RT	305	0.0	A	0	541	0.0	A	0	548	0.0	A	0
Lake Street WB LT/TH	488	9.7	A	3	539	13.2	B	4	584	14.5	B	5
Cross Street NB LT/RT ^f	315	>50.0	F	23	358	>50.0	F	NC	367	>50.0	F	NC
<i>Weekday Evening:</i>												
Lake Street EB TH/RT	117	0.0	A	0	189	0.0	A	0	215	0.0	A	0
Lake Street WB LT/TH	250	7.0	A	1	399	5.8	A	1	422	6.1	A	1
Cross Street NB LT/RT ^f	585	47.7	E	14	624	>50.0	F	30	661	>50.0	F	38
14. Lake Street at Concord Turnpike EB On-Ramp:												
<i>Weekday Morning:</i>												
Lake Street EB LT/TH	477	0.0	A	0	749	0.0	A	0	765	0.0	A	0
Lake Street WB TH	488	0.0	A	0	539	0.0	A	0	584	0.0	A	0
Lake Street WB RT	22	0.0	A	0	23	0.0	A	0	23	0.0	A	0
<i>Weekday Evening:</i>												
Lake Street EB LT/TH	508	0.0	A	0	610	0.0	A	0	673	0.0	A	0
Lake Street WB TH	250	0.0	A	0	399	0.0	A	0	422	0.0	A	0
Lake Street WB RT	18	0.0	A	0	19	0.0	A	0	19	0.0	A	0
Acorn Park Drive at North Site Driveway:												
<i>Weekday Morning:</i>												
Acorn Park Drive NB LT/TH	--	--	--	--	--	--	--	--	142	0.0	A	0
Acorn Park Drive SB TH/RT	--	--	--	--	--	--	--	--	705	0.0	A	0
North Site Driveway EB LT/RT	--	--	--	--	--	--	--	--	38	17.6	C	1
<i>Weekday Evening:</i>												
Acorn Park Drive NB LT/TH	--	--	--	--	--	--	--	--	508	0.0	A	0
Acorn Park Drive SB TH/RT	--	--	--	--	--	--	--	--	194	0.0	A	0
North Site Driveway EB LT/RT	--	--	--	--	--	--	--	--	19	13.4	B	0

See notes at end of table.