

Hummel, Robert

From: Jack Dawley <jdawley@northlandresidential.com>
Sent: Wednesday, January 19, 2022 12:09 PM
To: Robert Eckert
Cc: Hummel, Robert
Subject: [EXTERNAL]RE: McLean Zone 3 Trucking - School Bussing
Attachments: McLean Z3 Truck Turning Mvmts 1.19.22.pdf

Importance: High

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Mr. Eckert et al,

Response to Eckert email dated 1.18.22 – Truck/School Bussing.

Please see attached two sheets with respect to truck turning vehicle movements. Sheet #1 – C8.00 illustrates vehicle movements for a 45.6' fire truck, which is equivalent to the largest permitted school bus (Federal law limit is 45'). Sheet #2 – Fig #1 illustrates vehicle movements for a 40' box truck. Sheet # 1 was prepared in consultation with the Fire Department. Sheet #2 was prepared at the request of the Civil Engineer Peer Review Consultant. Both have been accepted as presented.

A bus stop would be located within the Building 100 and 200 courtyard area as that is where school age children would live, given that Sub A is an age restricted community.

The traffic analysis calculations take into account that 59 multifamily units are non- age restricted.

Jack

John C. Dawley
President & CEO
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From: Robert Eckert [mailto:robe@pmrllc1.com]
Sent: Tuesday, January 18, 2022 4:10 PM
To: Stephen Pinkerton <s.pinkerton@verizon.net>
Cc: Jack Dawley <jdawley@northlandresidential.com>; rhummel@belmont-ma.gov; mlowrie@foley.com
Subject: McLean Zone 3 Trucking - School Bussing

Mr. Pinkerton,

I would like to respond to recent materials posted onto the website related to trucking and school bus trips within the proposed development.

In reading the e-mails back and forth between Mr. Dawley (the developer) and Ms. Gioia Rizzo the Manager – Business Operations & Transportation for the Belmont Public Schools, it seems the conversation was not substantive or conclusive in any way or manner. I think some relative issues related to school age children in the neighborhood should include the following:

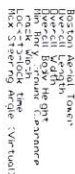
- As the roads within the development are private roads, effectively driveways, will the Town provide bus service locally within the development or will children be required to walk to a public way?
- Do the roads meet the turning radius requirements for School Busses. (see figure 1)
- Where is a safe location for a Bus Stop and shall the developer provide a safe location and cover in a location or locations for accessible bus stops for children.
- If there are no limitations for school age children were these trips reflected in the traffic study counts?

We want to be assured that a bus stop serving Zone 3 is prohibited from being located along the Zone 2/Zone 3 frontage.

Aside from the school bus trips, Figure 1 posted to the web site does not seem to demonstrate all of the critical turns required for the development, of particular concern is if the Town will consider posting restrictions for Trucks in excess of the SU-40 at the Olmsted and Pleasant Street entrance? This would at least attempt limit trucks bigger than those used in the study from entering the site. Also if the roadway behind Building 200 is as described in the narrative as a Fire and Maintenance limited access road with a narrower than standard width, is there adequate room for a SU-40 truck effect a U-turn or two-point turn at the end of Driveway 2 east of building #14.

Regards,

Rob Eckert
(508)934-9556



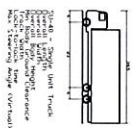
C8.00

45.6' Fine Tack



SU-40
Truck

40' Truck



The Residences at Bel Mont
McLean District Zone 3
Belmont, Massachusetts

Project No. 2021-001
Submitted: 10/1/2021
Approved: 10/1/2021

Local Approvals
April 16, 2021

Not Approved for Construction
SU-40 Truck Turns

Fig 1

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