

## Hummel, Robert

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**From:** Jack Dawley <jdawley@northlandresidential.com>  
**Sent:** Monday, January 24, 2022 2:36 PM  
**To:** Hummel, Robert  
**Cc:** Jack Dawley  
**Subject:** [EXTERNAL]RE: McLean Zone 3 Trucking - School Bussing  
**Attachments:** 13555.04-U\_School Bus Turn-2 01.24.2022.pdf; 13555.04-U\_SU-40 Turn-2 01.24.2022.pdf; McLean Z3 C8.00 Fire Truck Circulation.pdf

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Robert,

Follow up to Eckert 1.18.21 email – Fire, Truck & School Bus turning movements.

Attached find three sheets:

Sheet #1 – C8.00 – Fire Truck and Vehicle Circulation Plan – dated April 16, 2021

Sheet #2 – Figure 1 – SU 40 Truck Turns – dated 1.24.21 (colored lines indicate different directional movements – vs. Pass/Fail)

Sheet #3 – Figure 2 – School Bus Turns – dated 1.24.21 (colored lines indicate different directional movements – vs. Pass/Fail)

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Sheet #1 – C8.00 illustrates vehicle movements for a 45.6' fire truck.

Sheet #2 – Fig 1 illustrates vehicle movements for a 40 delivery truck.

- Turning movements for a 40' delivery truck is accommodated in all but one instance – the right hand turn exiting Driveway 1 @ Olmsted at the northern intersection.

Sheet #3 – Fig 2 illustrates vehicle movements for a 35.8' school bus. Turning movements are accommodated at all intersections.

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Jack Dawley

John C. Dawley  
President & CEO  
Northland Residential Corporation

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**From:** Jack Dawley  
**Sent:** Wednesday, January 19, 2022 12:09 PM  
**To:** Robert Eckert <robe@pmrllc1.com>

**Cc:** rhummel@belmont-ma.gov  
**Subject:** RE: McLean Zone 3 Trucking - School Bussing  
**Importance:** High

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  
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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](mailto:s.pinkerton@verizon.net)>  
**Cc:** Jack Dawley <[jdawley@northlandresidential.com](mailto:jdawley@northlandresidential.com)>; [rhummel@belmont-ma.gov](mailto:rhummel@belmont-ma.gov); [mlowrie@foley.com](mailto: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.

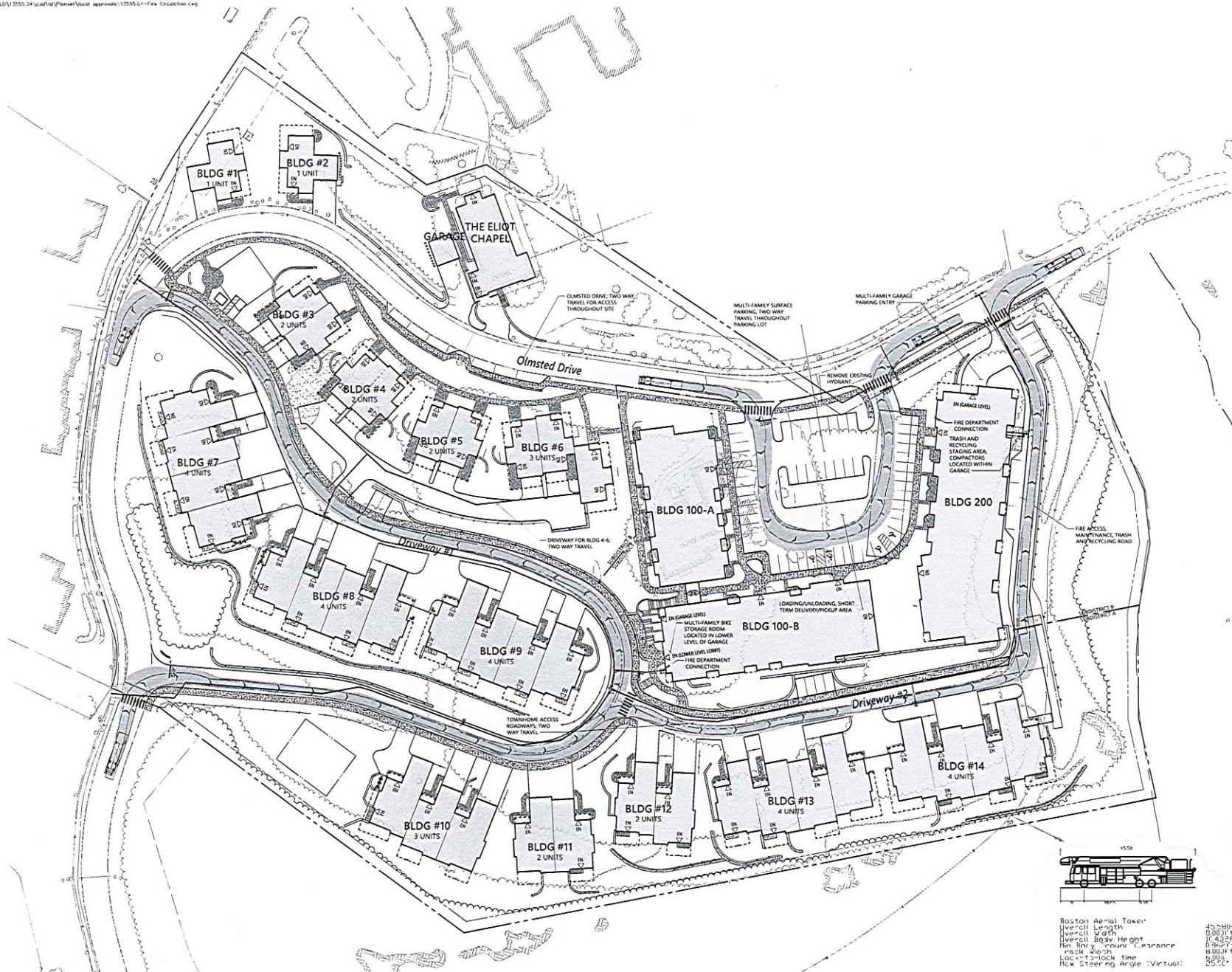
- If there are no limitations for school age children were these trips reflected in the traffic study counts?



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



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

[illegible]

## Fire Truck and Traffic Circulation Plan

C8.00

Boston Aerial Tower  
Overall Length  
Overall Width  
Overall Body Height  
Min Body Mount Clearance  
rack Width  
Lock-to-lock time  
Max Steering Angle (Virtual)

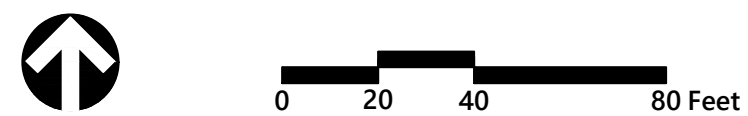
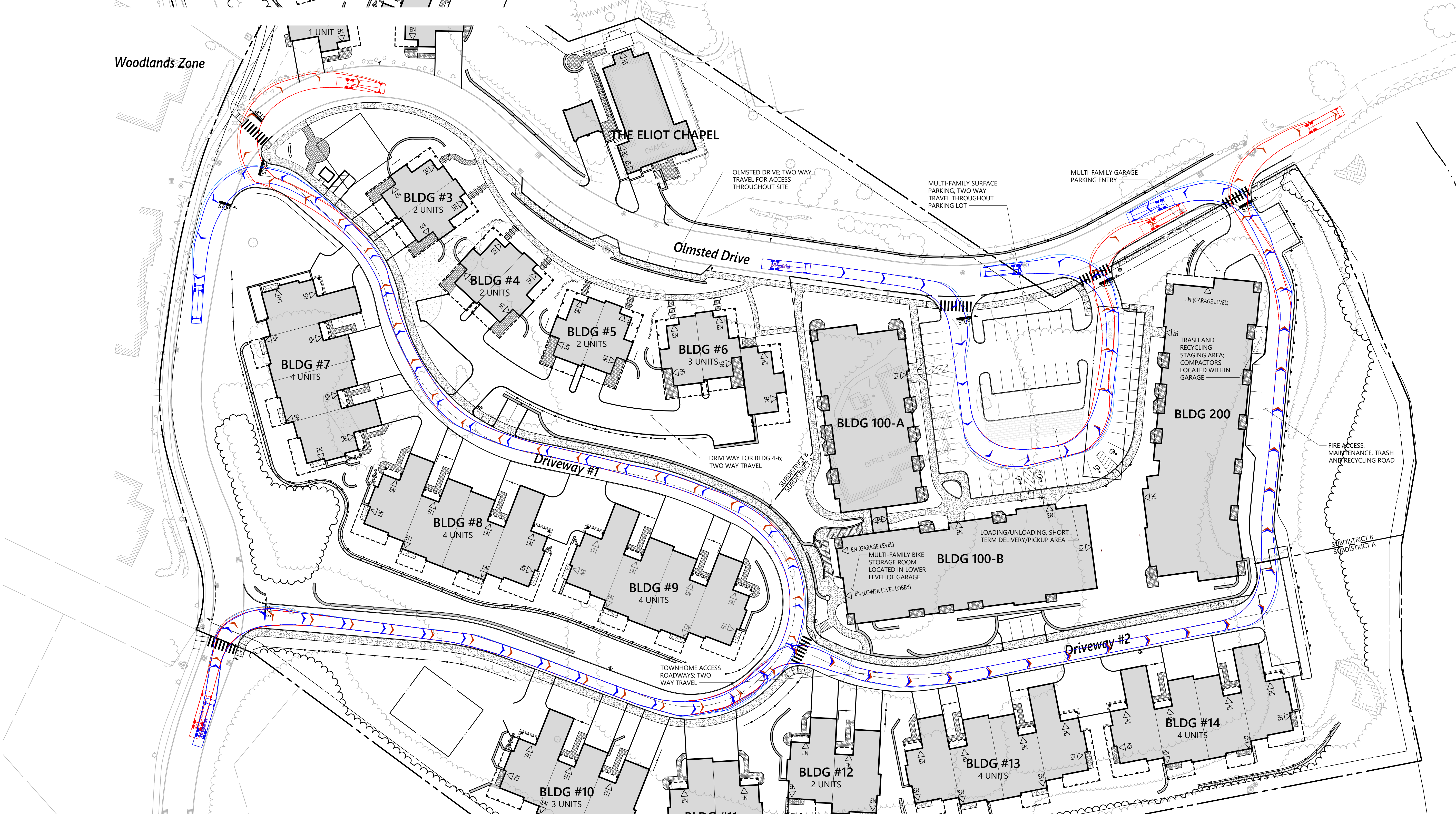
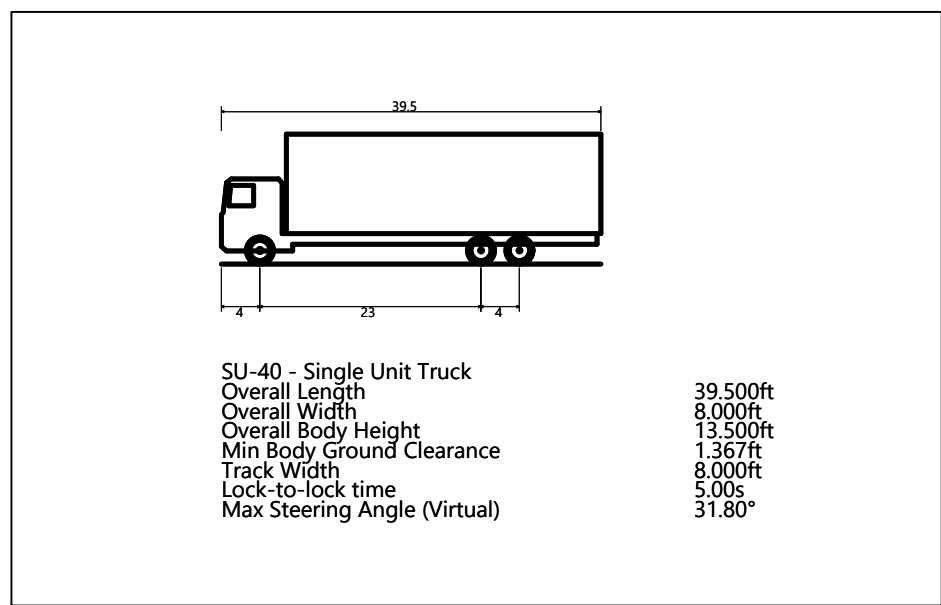
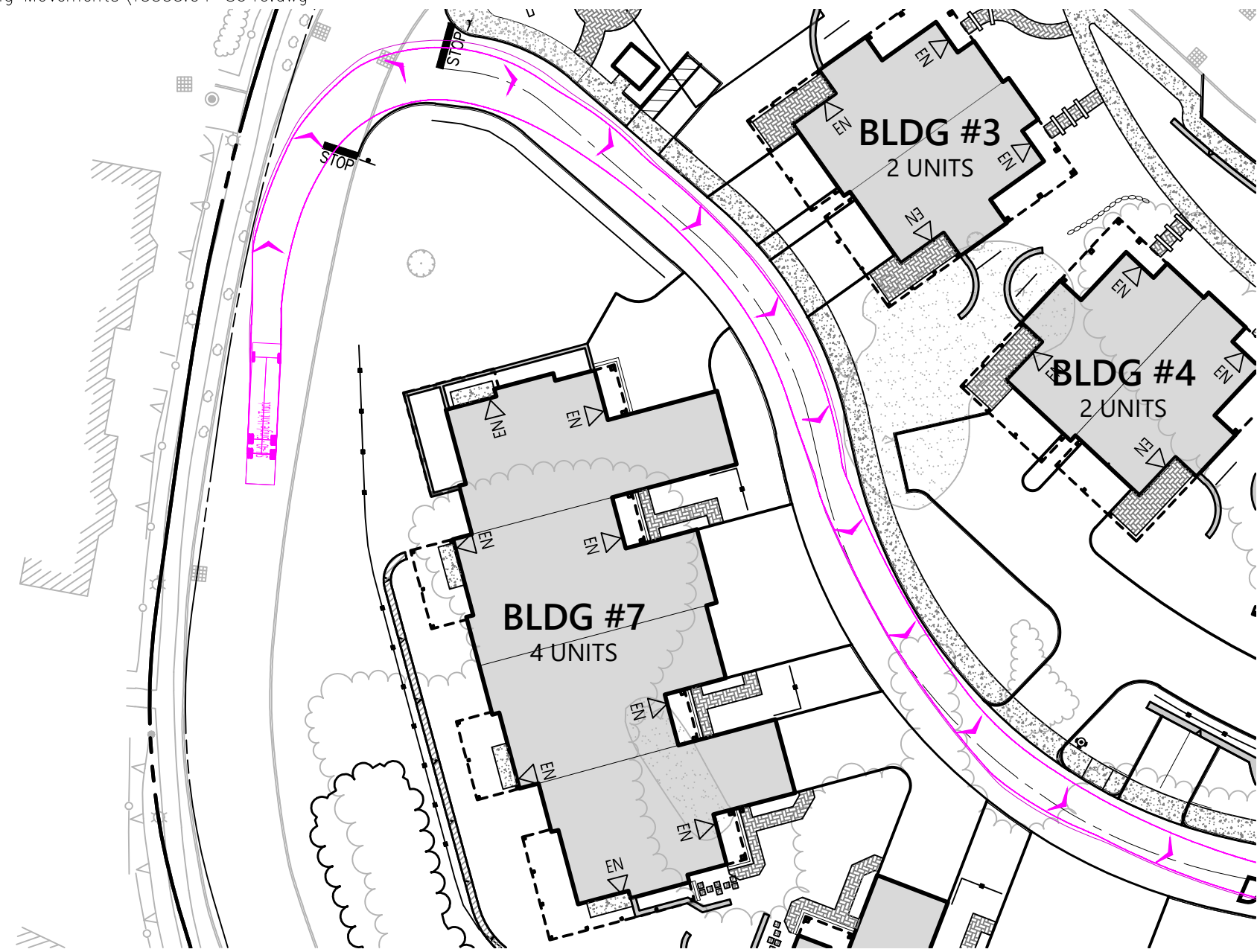
 **C8.00**

Sheet 18 of 21

Project Number  
**13555.04**

45.6' Fine Track





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

No.	Revision	Date	Appr.

Designed by	WAS	Checked by	GB
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Local Approvals  
January 24, 2021

Not Approved for Construction

Drawing Title  
**SU-40 Truck Turns**

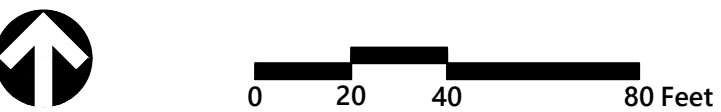
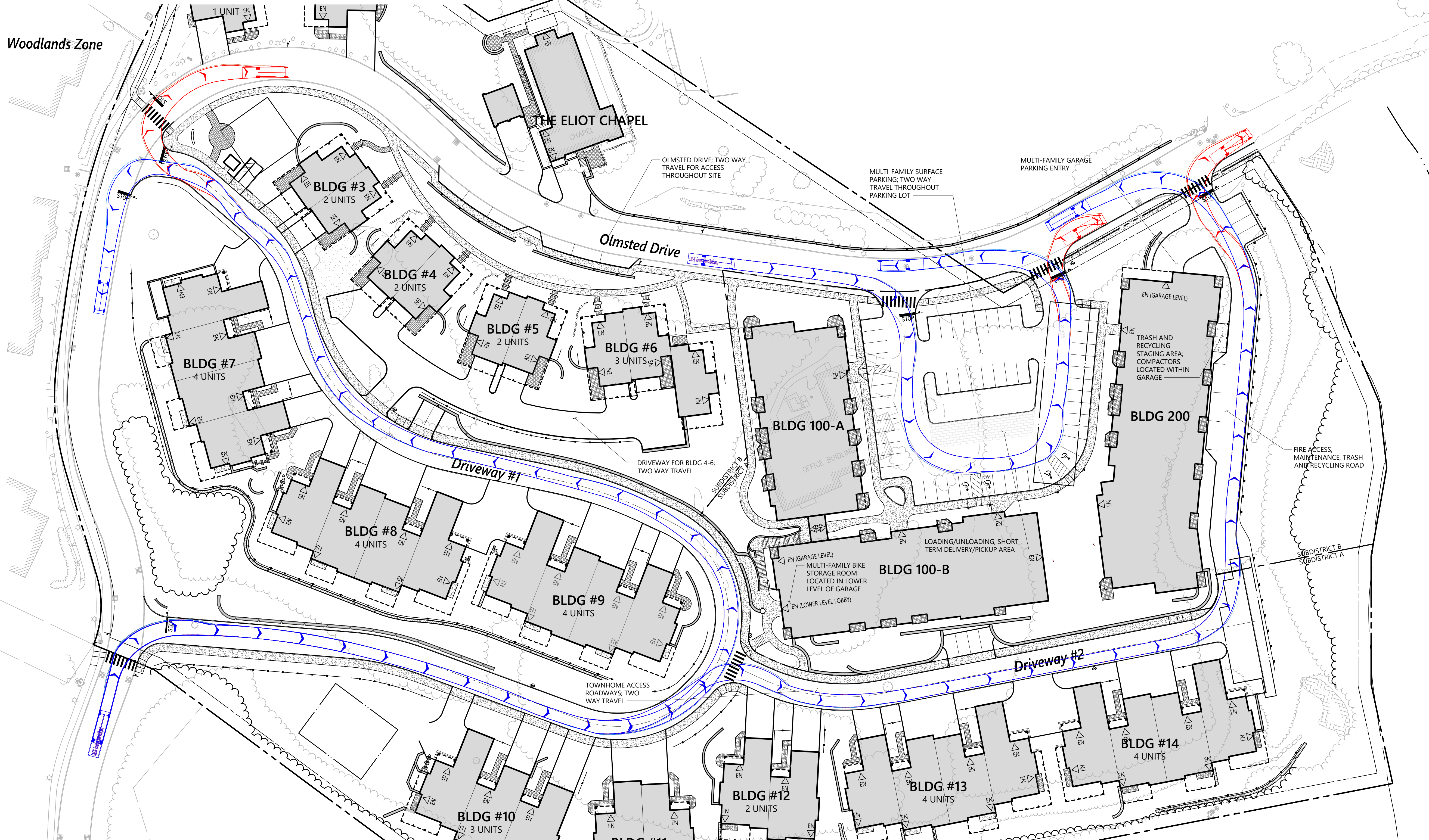
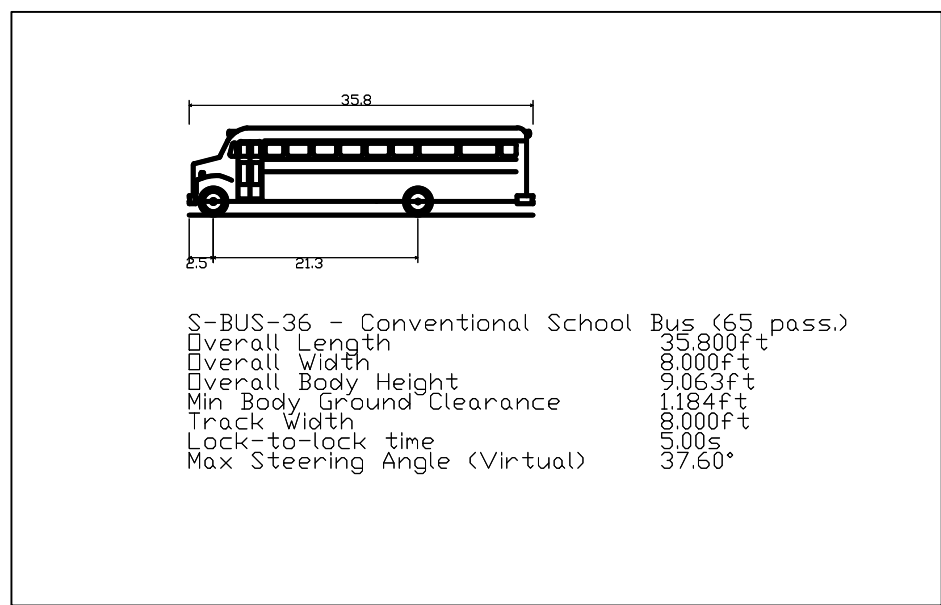
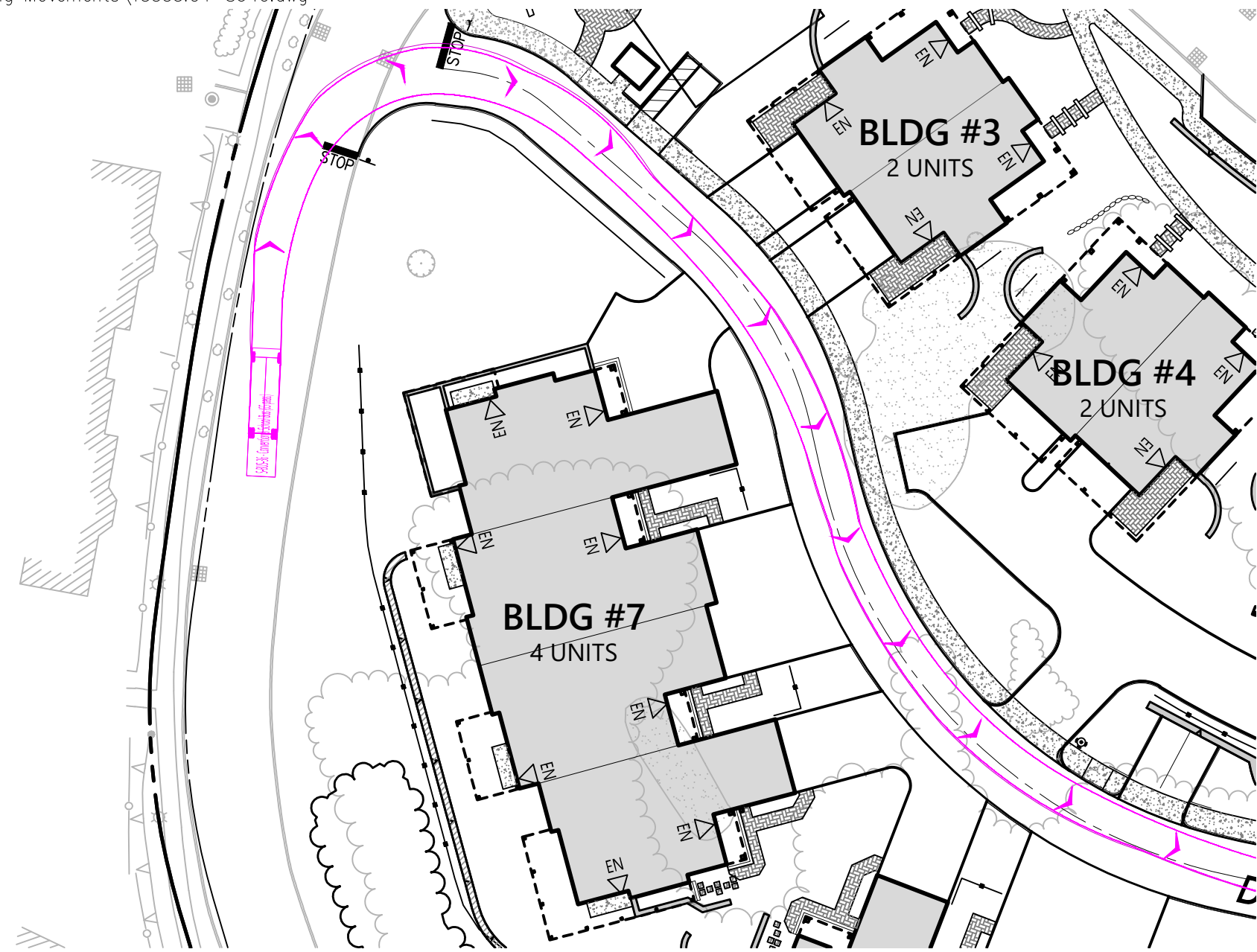
Drawing Number

**Fig 1**

Sheet 1 of 1

Project Number  
13555.04





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

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Issued for  
**Local Approvals**

Date  
January 24, 2021

Not Approved for Construction  
Drawing Title  
**School Bus Turns**

Drawing Number

**Fig 2**

Sheet 1 of 1

Project Number  
13555.04