

MEMORANDUM

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Ref: 1117
Subject: Traffic Supplement
Village at Bailey's Pond Modified Project
Amesbury, Massachusetts
From: Kim Eric Hazarvartian, Ph.D., P.E., PTOE
Principal
Date: January 28, 2016

**INTRODUCTION**

This memorandum is a traffic supplement for the Village at Bailey's Pond modified project.

The following previous documents regard Village at Bailey's Pond:

- TEPP LLC, April 15, 2010, *Traffic Impact and Access Study, Proposed Village at Bailey's Pond, Amesbury, Massachusetts* (TIAS)
- BSC Group, Inc. (BSC), September 28, 2012, letter, Transportation Study Peer Review, Proposed Village at Bailey's Pond, Amesbury, Massachusetts
- TEPP LLC, November 9, 2012, memorandum, Response to Traffic Comments, Proposed Village at Bailey's Pond, Amesbury, Massachusetts
- Stantec Consulting Services Inc. (Stantec), January 29, 2016, memorandum, Village at Bailey's Pond Site Plan, Route 150 and Summit Avenue, Amesbury, Massachusetts

TIAS

The TIAS analyzed the Village at Bailey's Pond as 148 residential condominium units. The modified project is 100 units.

The TIAS study area consisted of the following unsignalized intersections:

- Route 150 Extension/Summit Avenue
- Beacon Street/Route 150 Extension
- Route 150 Extension/proposed north driveway
- Route 150 Extension/proposed south driveway
- Summit Avenue/proposed driveway

- Beacon Street/proposed driveway

The TIAS analyzed traffic operations under the following conditions:

- 2010 existing
- 2015 no-build (with background traffic growth and without the proposed development)
- 2015 build (with background traffic growth and with the proposed development)

The 2015 no-build and 2015 build conditions included the following for background traffic growth:

- one-percent annual-traffic-growth rate
- 80 permitted residential condominium units at Hatters Point on Merrimac Street to the east of the site

The TIAS findings were:

- the site-driveway intersections with off-site streets will provide adequate sight distances
- the proposed development will have no significant impact on overall area traffic safety or operations

These conclusions would still be valid if the Amesbury Heights development, at 36 Haverhill Road, had been considered as background traffic growth. However, Amesbury Heights made application to the City after Village at Bailey's Pond.

BSC LETTER AND TEPP LLC RESPONSE MEMORANDUM

BSC made several comments on the TIAS and TEPP LLC provided responses. The responses confirmed:

- analysis of the TIAS
- that the site driveway intersections with off-site streets will provide adequate sight distances

STANTEC MEMORANDUM AND TEPP LLC RESPONSES

The Stantec Memorandum includes comments on Section XI.C.8 Development and Performance Standards, access and traffic impacts. Comments and TEPP LLC's responses follow.

1. The project proposes three curb cuts with one from each abutting roadways; Route 150, Summit Avenue and Beacon Street. The access drive from Beacon Street is designated

as an emergency access and is to be gated. The design configuration for this portion of the site containing 76 housing units would have one public access route from Route 150. The Board will need to consider if the design as proposed is acceptable.

Response. One driveway along Route 150 plus one driveway along Beacon Street would be appropriate for traffic safety and operations, whether the Beacon Street driveway is an emergency access or is for general use. As the previous documents indicated, sight distances will be adequate and trip generation will be low.

2. The proposed entrance from Route 150 includes an island that separates the traffic entering and exiting the site. The width of the entire curb cut including the island, travel lanes is approximately 30 feet and exceeds the 24 feet maximum at the ROW with Route 150 per XI.C.8.a.3 of the Bylaws. We note that each lane in and out is dimensioned as 12 feet on the site plan sheet C-201. The design as shown would require a revision the current Mass DOT permit with the increased width indicated. The raised island may require changes to be acceptable to Mass DOT. The Applicant is requesting a waiver to width requirement at this this driveway. The Board should review the design and consider the waiver request. Separately, the proposed emergency access drive from Beacon Street and the proposed driveway on Summit Avenue does not exceed 24 feet.

Response. MassDOT has issued a vehicular access permit that reflects the driveway width shown on site-plan sheet C-201. The proposed added width accommodates the island, a primarily aesthetic feature that TEPP LLC understands was requested by the Planning Board during the previous review process.

3. The roadway sight distance plans were not included in the project plan submission. We are concerned that the proposed roadway intersection on Summit Avenue may require more improvements that indicated on the submitted design to achieve proper sight distance. We recommend the Applicant provide an intersection sight distance plan with certification from a licensed professional engineer that proper and safe all season sight distance is achieved upon completion of the site improvements for both roadways. The plans should specify all work needed to achieve the sight distance for proper construction.

Response. The previous TIAS and TEPP LLC memorandum described above confirm adequate sight distances. The applicant could provide an intersection-sight-distance plan if necessary.

CONCLUSION

In conclusion:

- the TIAS findings are still valid
- the site-driveway intersections with off-site streets will provide adequate sight distances
- the proposed development will have no significant impact on overall area traffic safety or operations
- one driveway along Route 150 plus one driveway along Beacon Street would be appropriate for traffic safety and operations, whether the Beacon Street driveway is an emergency access or is for general use