

MEMORANDUM

DATE: March 28, 2024

TO: Mr. Brian Keating, Director
Community Development & Planning
Town of Lancaster
Prescott Building
701 Main Street
Lancaster, Massachusetts 01523

FROM: Robert J. Michaud, P.E. – Managing Principal
Daniel A. Dumais, P.E. – Senior Project Manager

RE: **Response to Comments – VAI**
Neck Farm Estates
13 Neck Road - Lancaster, MA



MDM Transportation Consultants, Inc. (MDM) has prepared the following responses to transportation-related comments as issued in a letter by Vanasse & Associates, Inc. dated March 8, 2024. To facilitate review, specific comments are paraphrased with corresponding responses.

Traffic Impact Statement

Comment T1: *“We agree with the recommended improvements, which should be included as a part of any conditions of approval that may be granted for the Project and should be completed prior to the issuance of the first Certificate of Occupancy for the Project subject to receipt of all necessary rights, permits and approvals. The bicycle racks and the location of the weather-protected bicycle parking should be shown on the final Site Plans. In addition, the suggested TDM measures, should also be required as a part of the Project and should be expanded to include the following:*

- *A transportation coordinator should be assigned for the Project, who may also have other responsibilities, to coordinate the TDM program; and*
- *A “welcome packet” should be provided to new residents providing the name and contact information for the transportation coordinator and detailing available public transportation services, bicycle and walking alternatives, and other commuting options.”*

Response: The Proponent agrees to include the supplemental TDM actions as outlined above and will include a transportation coordinator and “welcome packet”.

Site Plan

Comment S1: *“The Project site driveways and the internal drive should be widened to a minimum of 23-feet (24 feet is suggested) in order to accommodate parking maneuvers or a vehicle turning analysis should be provided using the AutoTurn© software that demonstrates that vehicles can enter and exit the proposed parking spaces without maneuvering into the adjacent parking space. Alternatively, consideration could be given to establishing a one-way circulation pattern and reconfiguring the parking to be angled.”*

Response: Due to the low-turnover nature of the residential use of the Site the standard parking space design (9'x18') with compact aisle width (20 feet) will adequately accommodate the needs of the proposed development. AutoTurn exhibits indicating ample maneuvering area at the 20-foot aisle are included in the **Attachments**. MDM notes that a 20-foot-wide cross-section is consistent with the AASHTO design criteria for very low volume local roadways, which is in line with likely very low-volume characteristics within the parking areas.

Comment S2: *“The sight triangle areas for the Project site driveways should be shown on the Site Plans along with a note to indicate: ‘Signs, landscaping and other features located within sight triangle areas shall be designed, installed, and maintained so as not to exceed 2.5-feet in height. Snow accumulation (windrows) located within sight triangle areas that exceed 3.5-feet in height or that would otherwise inhibit sight lines shall be promptly removed.’”*

Response: The sight line triangles and note: “Signs, landscaping and other features located within sight triangle areas shall be designed, installed, and maintained so as not to exceed 2.5-feet in height. Snow accumulation (windrows) located within sight triangle areas that exceed 3.5-feet in height or that would otherwise inhibit sight lines shall be promptly removed” will be included on the final site plan set prepared by Hancock Associates.

Comment S3: *“A narrative should be provided describing how tenant moves will be accommodated and trash/recycling managed, including the scheduling of such activities and where they will occur for each building.”*

Response: The “welcome packet” will provide the name and contact information for the transportation coordinator who will advise tenants on move in/move out and delivery protocols and will inform tenants on the use of the dumpsters and trash removal protocol. The current design will include the use of dumpsters for trash and recycling for pickup by a trash vendor (as needed). For reference, the location of the dumpsters enclosure as prepared by Hancock Associates and AutoTurn exhibit indicating ample maneuvering area for trash removal are included in the **Attachments**.

Comment S4: *“Consideration should be given to providing short-term parking (up to 10 minutes) for rideshare vehicles and delivery service providers.”*

Response: Parking will be provided for visitors including short-term rideshare and delivery service providers. The location and allocation of spaces will be adjusted as needed by the transportation coordinator.

Comment S5: *“The location of the bicycle racks and weather protected bicycle parking should be shown along with the number of bicycles that can be accommodated.”*

Response: The locations and number of bicycle spaces will be included on the final site plan set prepared by Hancock Associates.

Comment S6: *“A note should be added stating: ‘All Signs and pavement markings to be installed within the Project site shall conform to the applicable specifications of the Manual on Uniform Traffic Control Devices (MUTCD)’.”*

Response: The note: “All Signs and pavement markings to be installed within the Project site shall conform to the applicable specifications of the Manual on Uniform Traffic Control Devices (MUTCD)” will be included on the final site plan set prepared by Hancock Associates.

Comment S7: *“STOP-signs and marked STOP-lines should be added for motorists exiting the Project site driveways.”*

Response: The “STOP” signs and “STOP” lines will be included on the final site plan set prepared by Hancock Associates.

Comment S8: *“Americans with Disabilities Act (ADA) compliant wheelchair ramps should be provided for crossing the Center Bridge Road Project site driveway”*

Response: ADA complaint wheelchair ramps will be provided for the driveway crossing the Center Bridge Road site driveway. The details will be provided on the final site plan set prepared by Hancock Associates.

ATTACHMENTS

- AutoTURN® Analysis

PARKING REQUIREMENTS

REQUIRED: THE TOWN OF LANCASTER DOES NOT PROVIDE MINIMUM PARKING SPACE REQUIREMENTS THAT ACCURATELY DESCRIBE THE PROPOSED PROJECT. THE REQUIRED PARKING SHALL BE DETERMINED BY THE PLANNING BOARD.

PROVIDED: 21 SPACES (19 STANDARD, 2 HANDICAP)
 PARKING RATIO: 1.9 SPACES/DWELLING UNIT
 1.1 SPACES/BEDROOM

UNIT BREAKDOWN

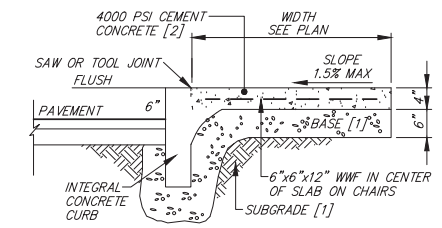
	TOTAL	MARKET	AFFORDABLE
ONE BEDROOM	4	3	1
TWO BEDROOM	5	4	1
THREE BEDROOM	2	1	1
TOTAL	11	8	3

SNOW STORAGE NOTE

SNOW TO BE STORED IN THE AREAS DENOTED ON THIS PLAN. SNOW SHALL NEVER BE STORED OR STOCKPILED WITHIN THE RIGHT-OF-WAY. IN THE EVENT THAT SNOW CAPACITY EXCEEDS THESE AREAS THAN THE APPLICANT SHALL DISPOSE OF SNOW IN ACCORDANCE WITH THE MASSACHUSETTS DEPARTMENT OF ENVIRONMENTAL PROTECTION BUREAU OF WATER RESOURCES SNOW DISPOSAL GUIDANCE* DATED 12/11/2022.

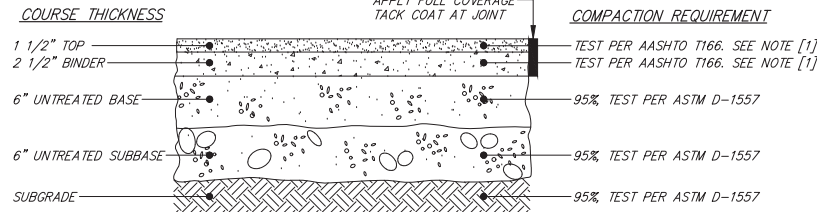
LAYOUT AND MATERIALS NOTE:

ALL SIGNS AND PAVEMENT MARKINGS SHALL TO BE INSTALLED WITHIN THE PROJECT SITE SHALL CONFORM TO THE APPLICABLE SPECIFICATIONS OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD).



NOTES:
 [1] COMPACT TO 95% PER ASTM D-1557
 [2] CONTROL JOINT EVERY 5 LF, EXPANSION JOINT EVERY 50 LF.

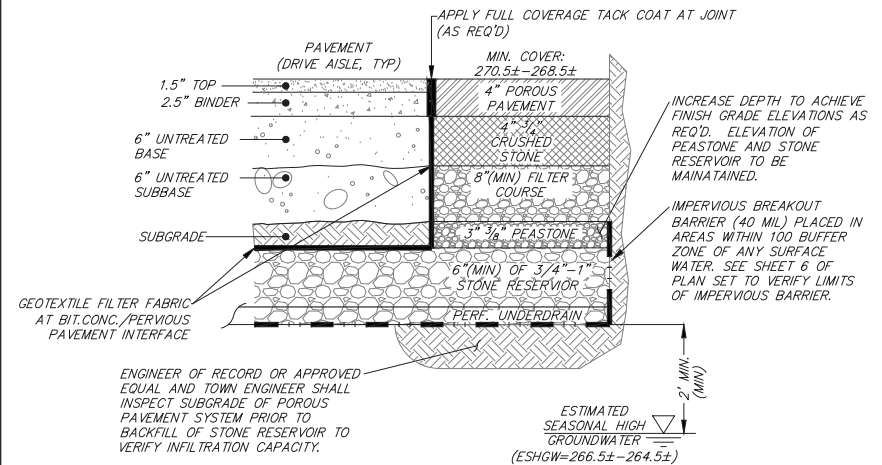
CEMENT CONCRETE WALK WITH INTEGRAL CONCRETE CURB
 CROSS SECTION NOT TO SCALE



NOTES:
 [1] COMPACT TO TEST AVERAGE OF 96% NO TEST LOWER THAN 94%

MATERIAL	SPECIFICATION	MAXIMUM AGGREGATE OR PARTICLE SIZE (IN.)
TOP - BITUMINOUS CONCRETE	MHD M3.11.03 CLASS 1, TYPE I-1	1/2
BINDER - BITUMINOUS CONCRETE	MHD M3.11.03 CLASS 1, TYPE I-1	1
BASE - GRAVEL BORROW	MHD M1.03.0 TYPE C	2
SUBBASE - GRAVEL BORROW	MHD M1.03.0 TYPE C	2
UNSATURABLE SUBGRADE - ORDINARY BORROW	MHD M1.01.0	12

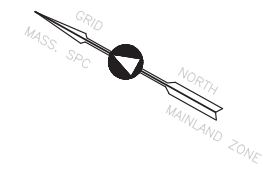
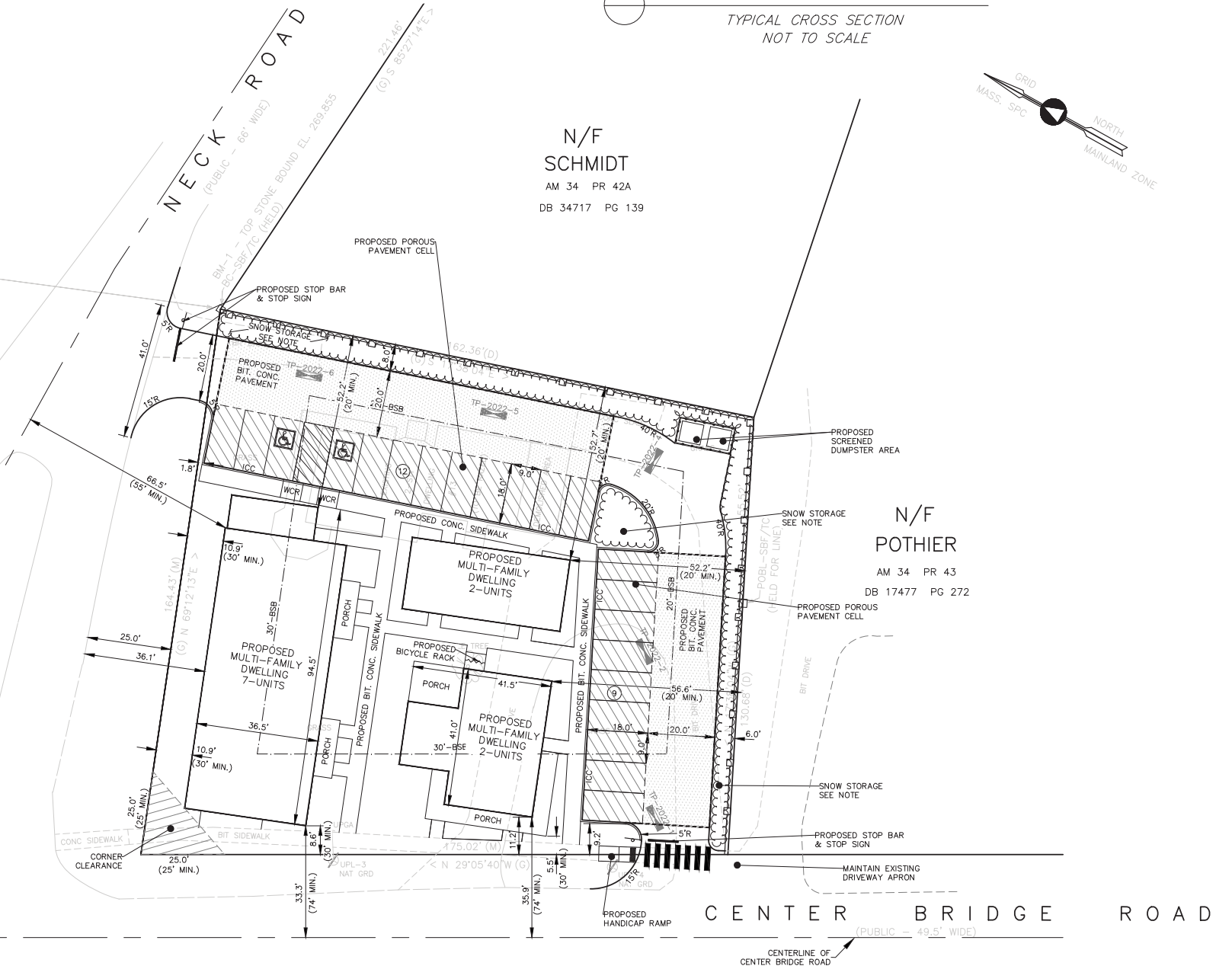
BITUMINOUS CONCRETE PAVEMENT
 TYPICAL CROSS SECTION NOT TO SCALE



CONSTRUCTION DETAIL POROUS PAVEMENT
 TYPICAL CROSS SECTION

NOTE

- AREA OF POROUS PAVEMENT
- AREA OF TRADITIONAL PAVEMENT WHERE RESERVOIR COURSE SHALL BE CARRIED UNDERNEATH
- IMPERVIOUS BARRIER LIMIT (SEE DETAIL ABOVE)



N/F POTIER
 AM 34 PR 43
 DB 17477 PG 272

N/F SCHMIDT
 AM 34 PR 42A
 DB 34717 PG 139

PROJECT NAME:
NECK FARM

PROJECT ADDRESS:
 13 Neck Road
 Lancaster, Massachusetts 01523

PREPARED FOR:
 Neck Farm, LLC
 66 West Street, Ste 1F
 Leominster, Massachusetts 01453

HANCOCK ASSOCIATES
 Civil Engineers
 Land Surveyors
 Environmental Consultants
 34 CHELMSFORD STREET, CHELMSFORD, MA 01824
 VOICE (978) 244-0110, FAX (978) 244-1133
 WWW.HANCOCKASSOCIATES.COM

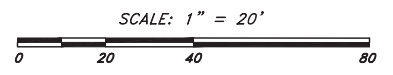
NO.	BY	APP	DATE	ISSUE/REVISION DESCRIPTION
6	RT	JP	2/21/24	PEER REVIEW COMMENTS
5	RT	JP	1/18/24	SNOW STORAGE ADDED CORNER CLEARANCE REV.
4	RT	JP	10/9/23	NO CHANGES TO THIS SHEET
3	RT	JP	9/22/23	REVISED UNIT BREAKDOWN
2	RT	JP	4/19/23	REVISED LAYOUT
1	RT	JP	11/15/22	REVISED LAYOUT

DATE: 6/24/22 DESIGN BY: RT
 SCALE: AS SHOWN DRAWN BY: RT
 CHECK BY: JP CHECK BY: BG

LAYOUT AND MATERIALS PLAN

DWG: 24939-eng.dwg
 LAYOUT: LM
 SHEET: 3 OF 5
 JOB NO.: 24939

3



NECK RD
 (Public - 66' WIDE)
 BM-1 - TOP STONE BOUND E.L. 269.855
 (10) S B.S.
 (10) S B.S.

N/F
 SCHMIDT
 AM 34 PR 42A
 DB 34717 PG 139

NECK RD
 (Public - 66' WIDE)
 BM-1 - TOP STONE BOUND E.L. 269.855
 (10) S B.S.
 (10) S B.S.

N/F
 SCHMIDT
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N/F
 POTHI
 AM 34 PR
 DB 17477

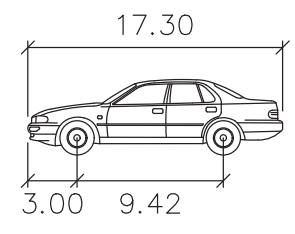


N/F
 POTHI
 AM 34 PR
 DB 17477



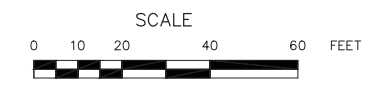
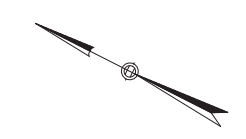
NOTES

1. THIS PLAN INTENDED FOR DISCUSSION PURPOSES ONLY; IT IS NOT FOR CONSTRUCTION.
2. FINAL DESIGN IS SUBJECT TO FIELD SURVEY BY OTHERS.
3. PROPERTY LINES AND ACCESS LINE LOCATIONS ARE APPROXIMATE ONLY AND ARE SUBJECT TO DEED AND TITLE RECORDS.
4. BASE PLAN SOURCE: HANCOCK ASSOCIATES.



Composite Car - ULI

Width	:	6.3	Ft.
Track	:	6.0	Ft.
Lock to Lock Time	:	6.0	Sec.
Steering Angle	:	31.6	Deg.



AutoTurn Analysis - Composite Car

AutoTurn Analysis
 13 NECK ROAD
 LANCASTER, MASSACHUSETTS
 PREPARED FOR:
NECK FARM, LLC
 66 WEST STREET, SUITE 1F
 LEOMINSTER, MA 01453

MDM TRANSPORTATION CONSULTANTS, INC.
 PLANNERS & ENGINEERS

28 Lord Road, Suite 280
 Marlborough, MA 01752
 Tel: (508) 303-0370
 Fax: (508) 303-0371

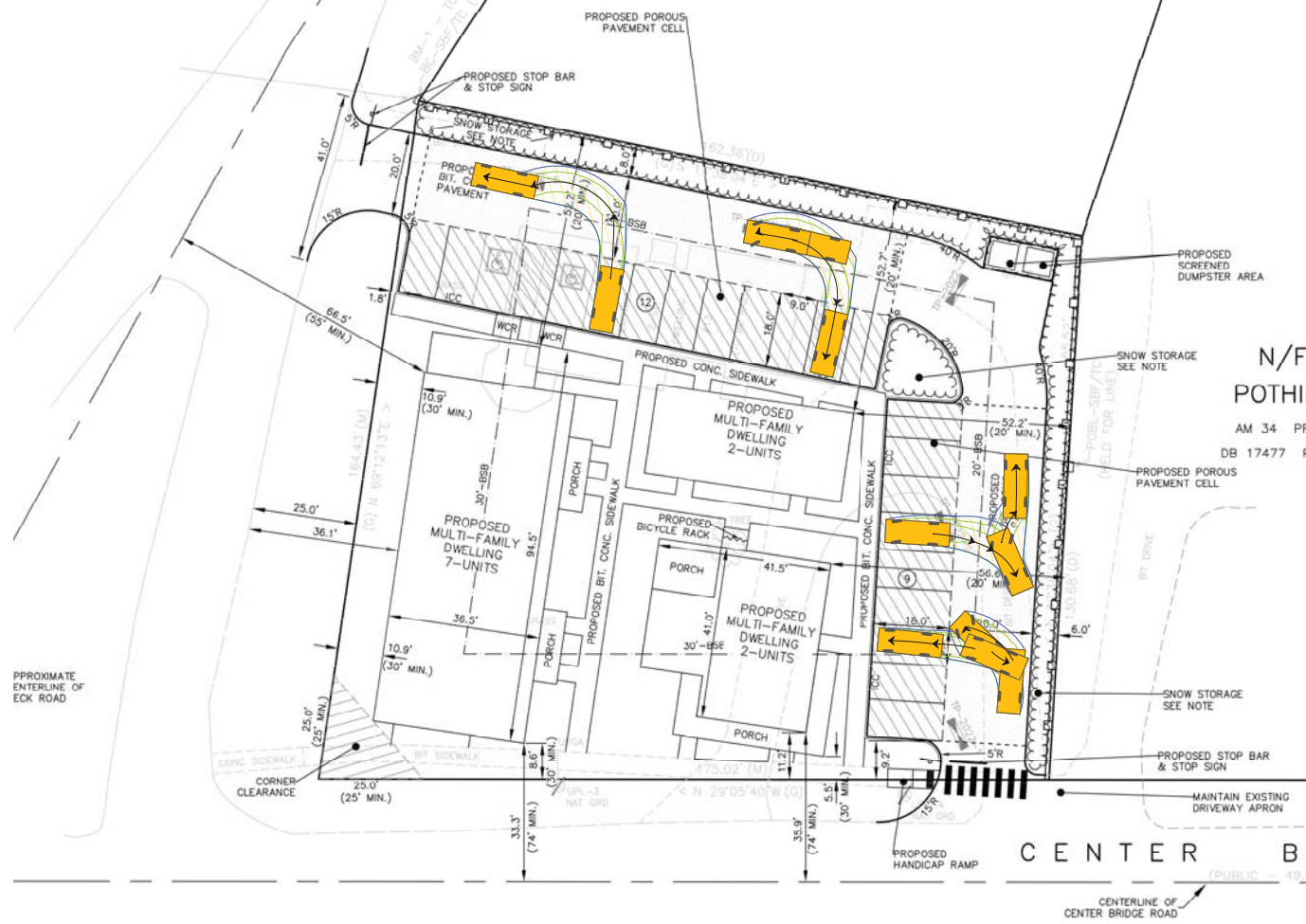
DATE: March 2024	File: 1341 Autoturn.dwg
PROJECT No. 1341	Scale: As Noted
Sheet 1 of 1	

NECK RO
 (Public - 66' WIDE)
 BM-1 - TOP STONE BOUND E. 269.855
 (10) S 85.2'

N/F
 SCHMIDT
 AM 34 PR 42A
 DB 34717 PG 139

NECK RO
 (Public - 66' WIDE)
 BM-1 - TOP STONE BOUND E. 269.855
 (10) S 85.2'

N/F
 SCHMIDT
 AM 34 PR 42A
 DB 34717 PG 139

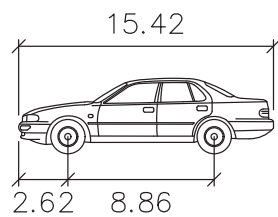


N/F
 POTHI
 AM 34 PR 42A
 DB 17477 PG 139



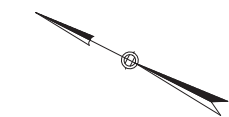
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Jetta

Width : 5.6 Ft.
 Track : 5.6 Ft.
 Lock to Lock Time : 6.0 Sec.
 Steering Angle : 33.8 Deg.



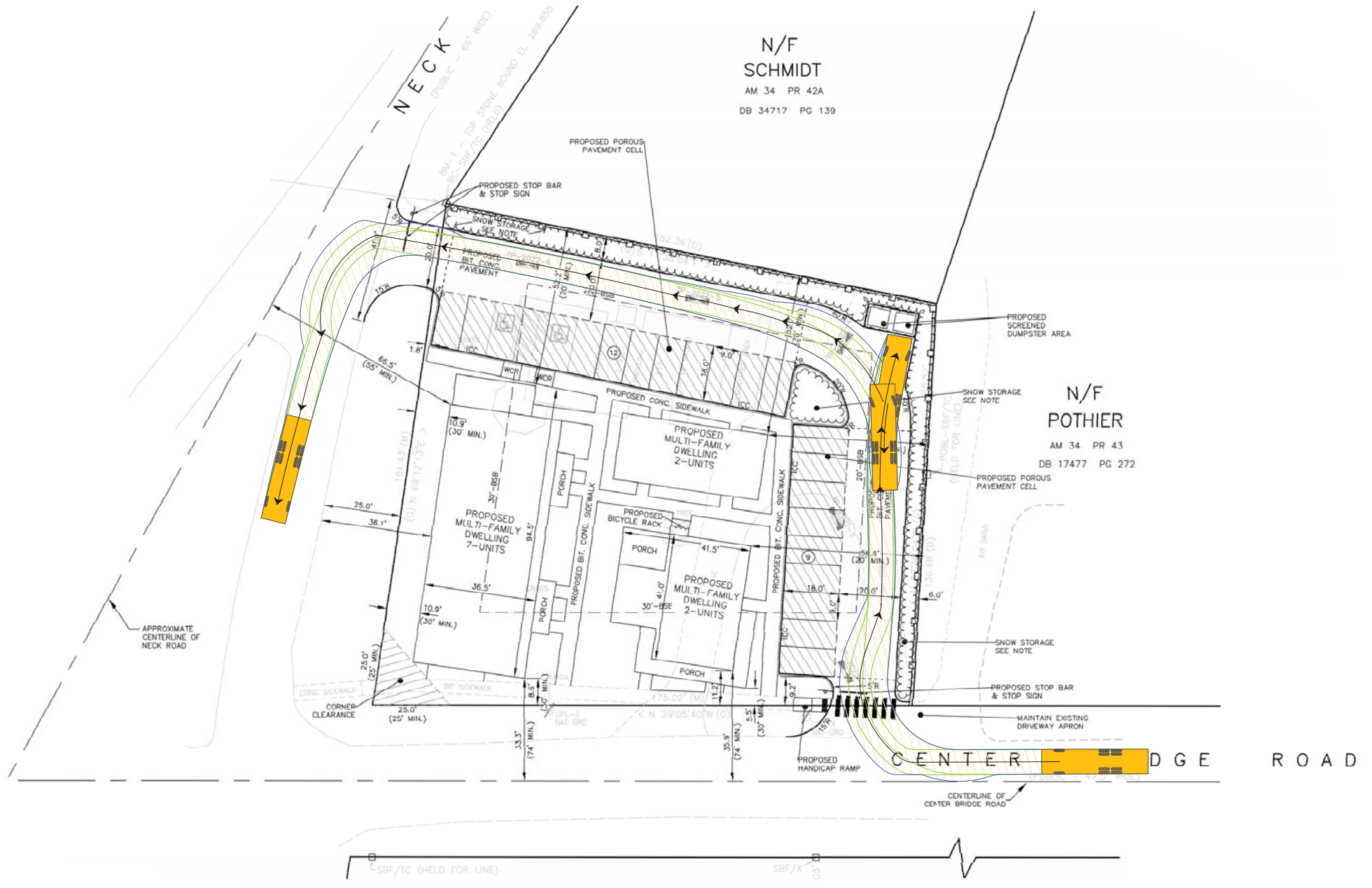
AutoTurn Analysis - Jetta

AutoTurn Analysis
 13 NECK ROAD
 LANCASTER, MASSACHUSETTS
 PREPARED FOR:
 NECK FARM, LLC
 66 WEST STREET, SUITE 1F
 LEOMINSTER, MA 01453

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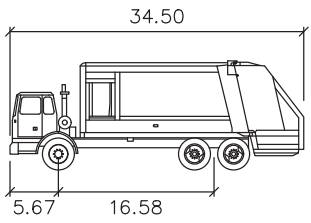


N/F
SCHMIDT
AM 34 PR 42A
DB 34717 PG 139

N/F
POTHIER
AM 34 PR 43
DB 17477 PG 272

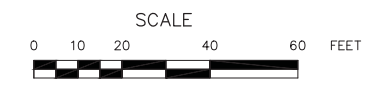
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Garbage Truck

Width : 8.0 Ft.
Track : 8.2 Ft.
Lock to Lock Time : 6.0 Sec
Steering Angle : 33.9 Deg



AutoTurn Analysis - Refuse		
AutoTurn Analysis 13 NECK ROAD LANCASTER, MASSACHUSETTS PREPARED FOR: NECK FARM, LLC 66 WEST STREET, SUITE 1F LEOMINSTER, MA 01453		
MDM TRANSPORTATION CONSULTANTS, INC. PLANNERS & ENGINEERS		
<small>28 Lord Road, Suite 280 Marlborough, MA 01752 Tel: (508) 303-0370 Fax: (508) 303-0371</small>		
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