

November 29, 2022

Greg Salvatore  
Salvatore Capital  
858 Washington Street  
Dedham, MA 02026

**RE: Response to Peer Review Comments – Proposed Starbucks  
399 Union Street (Route 135), Ashland, MA**

McMahon has completed a review of additional comments from provided by Ron Müller & Associates (RMA) regarding the Starbucks proposed to be located at 399 Union Street (Route 135) in Ashland, MA. The proposed project call for the removal of the existing building on the site, and the construction of a 2,618 square foot (sf) Starbucks coffee shop with a drive-through window. Access to the would be provided via a full access driveway on Summer Street, an exit only driveway on Union Street (Route 135), and a right-turn exit only driveway on Union Street (Route 135).

The purpose of this letter is to present a summary of our comments and the most recent response to comments provided by RMA. The following is a summary timeline of the correspondence between McMahon, RMA, and the Town of Ashland related to this review.

- Traffic Impact Study (TIS) prepared by McMahon for Salvatore Capital dated July 2022
- Traffic Peer Review letter prepared by RMA dated August 24, 2022
- Letter of response to comments to RMA and the Town of Ashland dated September 19, 2022
- Updated TIS dated November 2022 and Site Plan dated October 27, 2022
- Letter of additional comments from RMA dated November 14, 2022

The McMahon responses to the latest RMA comments are provided below:

**RMA Comment 16: We recommended that vehicle speed data be collected on Union Street to ensure that sight lines for vehicles exiting the easternly driveway will exceed minimum requirements based on the observed 85<sup>th</sup> percentile speeds. The applicant collected speed data on Union Street and presented an updated sight distance table based on the 85<sup>th</sup> percentile speeds of 34 mph eastbound and 33 mph westbound. However, our review of the automatic traffic recorder used to collect the speeds shows 85<sup>th</sup> percentile speeds of 39 mph eastbound and 41 mph westbound during times that the proposed Starbucks is likely to be open for business. The measured sight lines, however, would still exceed the minimum requirements based on these speeds. The applicant notes that the removal of existing vegetation is necessary to achieve the minimum sight distance requirements. This should be made a condition of any approval of the project. See also Comment 29.**

*McMahon Response: Speed data was collected on Union Street (Route 135) east of the project site for a 72-hour period. Although higher vehicle operating speeds were observed during off-peak times where the vehicle volumes were low, it is standard practice to apply the overall 85<sup>th</sup> percentile speed over the course of*

*the entire day when evaluating the sight distance requirements. The measured 85<sup>th</sup> percentile speeds on Union Street (Route 135) were measured to be 34 mph in the eastbound direction and 33 mph in the westbound direction.*

**RMA Comment 19: Since site traffic destined to the east on Union Street will need to use the bypass lane to access the east site driveway, we recommended that the width of the bypass lane be a minimum of 12 feet. The revised site plan shows a combined width of 23 feet for the drive-through lane and bypass lane with Note X indicating the bypass lane be a minimum of 11 feet in width. Note X should be revised to say 12 foot minimum width for the bypass lane.**

*McMahon Response: Note X on the Site Plan has been revised to indicate a minimum width of 12-feet for the bypass lane. The updated Layout & Materials Plan, prepared by J.K. Holmgren Engineering is provided as an attachment.*

**RMA Comment 21: We commented on the original site plan that all traffic entering from Union Street would need to use the bypass lane to circulate around the building to access the parking area or the drive-through lane. This requires all of that traffic to pass directly in front of the Summer Street driveway where entering site vehicles may have limited view of this conflicting traffic. The updated site plan eliminates entering traffic at the easternly Union Street driveway and a stop sign and stop line are not proposed for traffic exiting the drive-through lane. Our concerns regarding turning movement conflicts have been resolved with these changes.**

**However, the easterly Union Street driveway is proposed to be narrowed by creating a landscaped area adjacent to the property line and surrounded by a cape cod berm to allow emergency vehicles to cross over this island. The DO NOT ENTER sign proposed within this landscaped area will need to be relocated to allow emergency vehicles' use of this area. The area identified as landscaped should not contain any trees or shrubs and should be constructed of grass-covered porous pavement (such as GrassPave or similar) to assure that emergency vehicles can travel over this area. Finally, the Town should consider requiring sloped granite edging around this area as opposed to cape cod berm for durability.**

*McMahon Response: The proposed DO NOT ENTER sign at the East Site Driveway on Union Street has been relocated such that it is outside of the turning path of an emergency vehicle accessing the site. Trees or plantings are not proposed within the landscaped area located at the East Site Driveway. Grass pavers will be used on the landscape area to allow for emergency vehicle access via this driveway.*

**RMA Comment 23: Under existing conditions, vehicles make illegal left turns from the right out only driveway on Union Street. We recommend that this right-out driveway be modified to prevent illegal left turns and that consideration should be given to extending the Union Street median island to prevent these turns. The applicant responded that additional signing and striping have been added to the updated site plan to enforce the no-left-turn restriction. The Town should consider requiring the applicant to extend the raised median on Union Street past this driveway to physically prohibit left-turn movements. If implemented, the median should be mountable (or flush**

**serrated concrete) to assure that emergency vehicles can still access/egress the site as necessary and should be reviewed with the Ashland Fire Department.**

*McMahon Response: Under the existing conditions, the geometry at the West Site Driveway on Union Street (Route 135) suggests right-turn exit only movements, however there is currently no existing signage or striping indicating that left-turns are prohibited out of the site at this driveway location. The proposed striping and signage that would be installed as part of the proposed project would emphasize that the driveway operates as a right-turn exit only driveway. In addition, crash records obtained from MassDOT for the most recent five-year period available (2015 through 2019) indicate that there have not been any reported crashes at the West Site Driveway on Union Street (Route 135). Based on this review, there is not an existing safety concern with vehicles exiting the site via the West Site Driveway that would warrant median construction on Union Street.*

**RMA Comment 26: We recommend that all proposed sidewalks provide ADA-compliant wheelchair ramps. The applicant responded that a crosswalk is not proposed across Summer Street connecting the Starbucks with the KidSpot Playground and Stone Park area. The updated site plan provides details for two types of wheelchair ramp configurations, but the tactile warning panel locations on one of these details is incorrect. The crosswalk detail should be corrected to show the tactile warning panels within the level landing area of the ramp. A detail should also be provided showing the sidewalk and wheelchair ramp configuration for the easternly Union Street driveway where a mountable curb is proposed to narrow this driveway to exiting movements only while still allowing a fire truck to navigate this driveway. In addition, it is recommended that rectangular rapid flashing beacons (RRFB) be installed at the Summer Street crosswalk.**

*McMahon Response: Based on guidance provided by the Federal Highway Administration (FHWA), the use of RRFBs should be reserved "for locations with significant pedestrian safety issues, as over-use of RRFB treatment may diminish their effectiveness". Crash records obtained from MassDOT along Summer Street in the vicinity of the project site do not indicate any crashes involving a pedestrian. Warning signs are proposed at the Summer Street crosswalk to provide additional caution to drivers. A standard crosswalk detail has been provided as an attachment and will be incorporated into the final site plans.*

**RMA Comment 27: We recommend that the drive-through lane be clearly marked through signing and striping including DRIVE THRU pavement markings with pavement arrows. The updated site plan shows pavement markings to indicate the drive-through lane, but no signs are proposed to direct customers to the drive-through. The applicant should consider installing a sign on the landscaped island opposite the Summer Street entrance directing customers to the right toward the drive-through.**

*McMahon Response: Additional wayfinding signage for the drive-thru entrance has been added to the landscaped island opposite the Summer Street entrance as shown in the updated Layout & Materials Plan.*

**RMA Comment 29: We recommended that the sight lines be shown on the site plan to clearly identify the areas of vegetation clearing necessary to achieve minimum sight distance requirements. The applicant submitted a sight line exhibit using aerial imagery, however the**

**exhibit shows a 500-foot line of sight to the east of the easternly Union Street driveway that, if implemented, would require clearing of vegetation on private property. It is recommended that the sight line plan for the driveways be updated showing the minimum required sight lines based on the observed 85<sup>th</sup> percentile speeds of 39 mph eastbound and 41 mph westbound and that these lines be shown on the site plan, not on an aerial image to be able to ascertain whether any existing or proposed signs and landscaping would impact the available sight lines.**

*McMahon Response: The sight line graphic has been revised to reflect the appropriate travel speeds and illustrate the sight lines on the site plan and is provided as an attachment.*

Please do not hesitate to contact me with any other questions.

Sincerely,



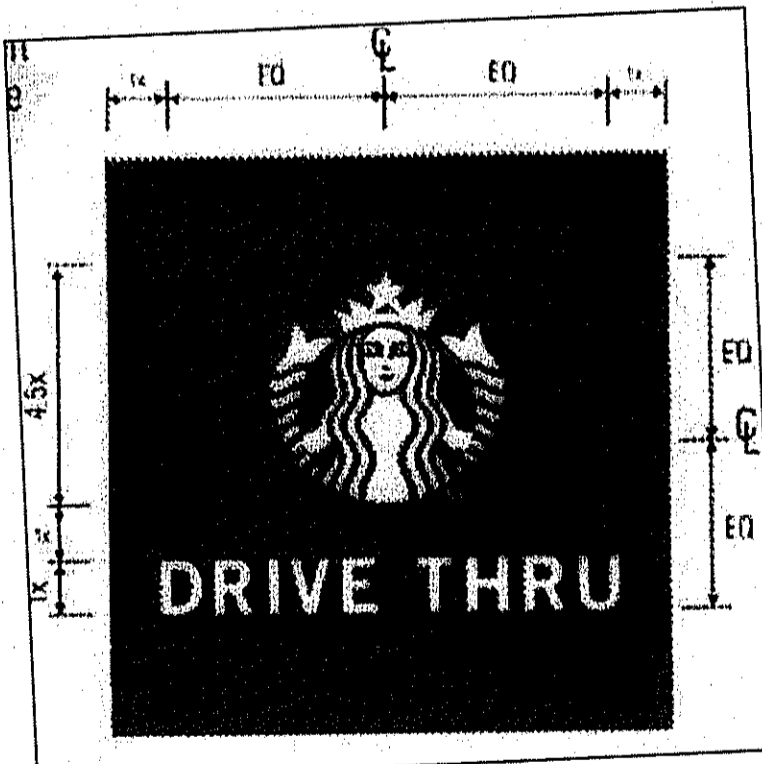
Gary R. McNaughton, P.E., PTOE  
Executive Vice President – Engineering Operations

Attachment

Updated Layout & Materials Plan  
Standard Crosswalk Detail  
Updated Sight Line Graphic

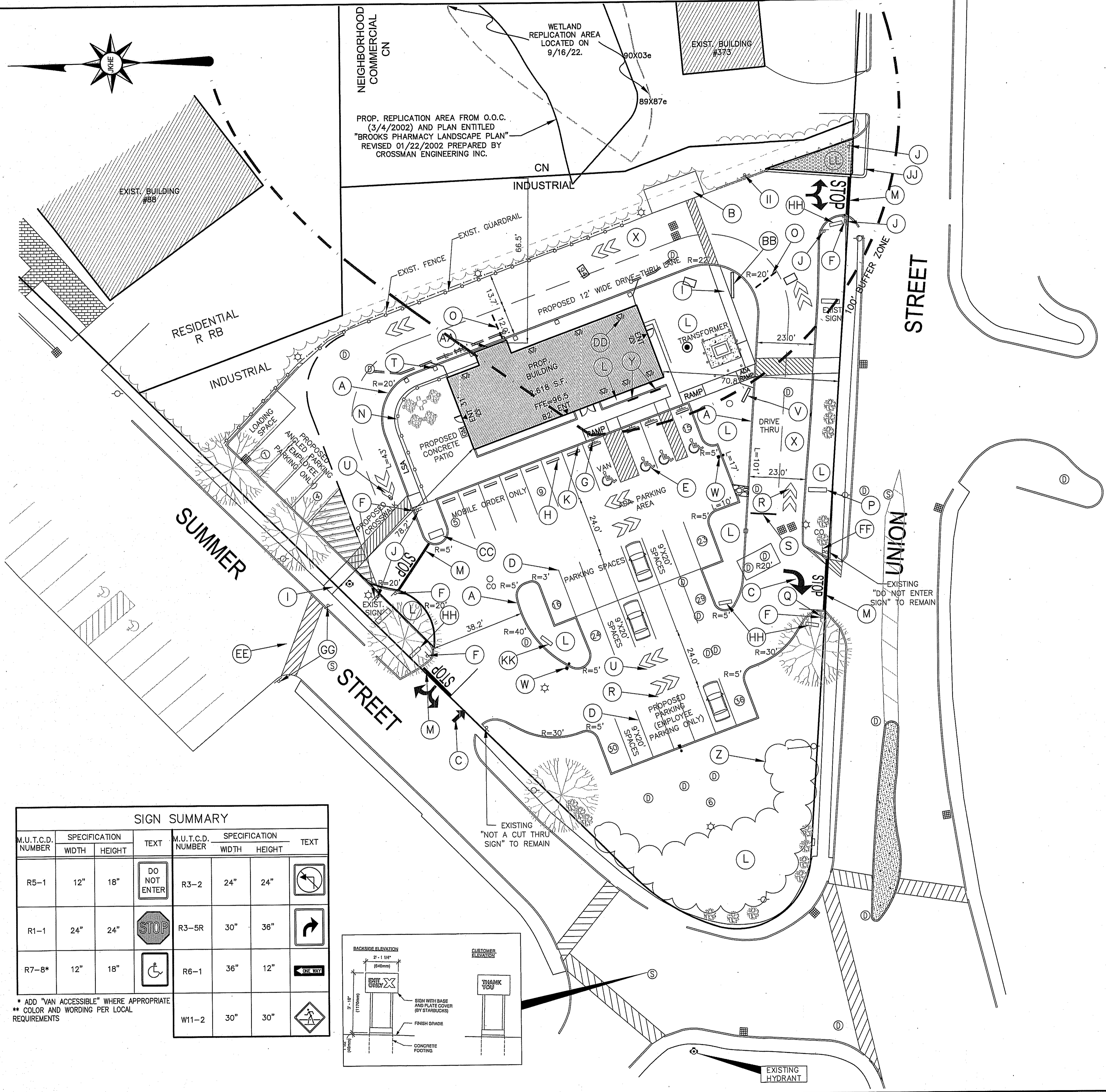
**SITE LEGEND**

- (A) PRECAST CONCRETE CURB
- (B) TRASH ENCLOSURE AREA (EXISTING)
- (C) TRAFFIC FLOW ARROWS (SEE DETAILS)
- (D) 6" WIDE LINE STRIPE
- (E) ACCESSIBLE PARKING SYMBOL
- (F) STOP SIGN (RS-B)
- (G) ACCESSIBLE PARKING SIGN
- (H) CONC. WHEEL STOPS (SEE DETAIL)
- (I) 5' WIDE CONCRETE WALK
- (J) DO NOT ENTER SIGN
- (K) MONOLITHIC CONCRETE SIDEWALK & CURB
- (L) LANDSCAPED ISLAND
- (M) 12" STOP BAR
- (N) DECORATIVE FENCE
- (O) VEHICLE DETECTOR LOOP
- (P) IDENTIFICATION SIGN (SIGN PLAN BY OTHERS)
- (Q) RIGHT TURN ONLY SIGN
- (R) ENTRY PAVEMENT ARROW (GREEN)
- (S) CLEARANCE BAR
- (T) NON-ILLUMINATED BOLLARD
- (U) EXIT PAVEMENT ARROW (WHITE)
- (V) DRIVE THRU PRE-MENU BOARD
- (W) SITE LIGHT POLES
- (X) BYPASS LANE (12' WIDE MINIMUM)
- (Y) BIKE RACKS
- (Z) SNOW STORAGE AREA
- (AA) PICK UP WINDOW W/ CANOPY
- (AB) DT 5' PANEL MENU BOARD
- (AC) FREE STANDING
- (AD) SIGN- DT THANK YOU/ EXIT ONLY
- (AE) BUILDING SCONCE (SEE ARCH PLANS)
- (AF) PROPOSED 6' WIDE CROSSWALK (SEE TRAFFIC PLANS)
- (AG) NO LEFT TURN SIGN
- (AH) PEDESTRIAN CROSSING SIGN
- (AI) THANK YOU SIGN
- (AJ) ONE WAY SIGN
- (AK) SLOPED GRANITE CURB
- (AL) STARBUCKS DRIVE-THRU "RIGHT" SIGN
- (AM) GRASS PAVERS (ARSENAL ECO PAVERS)



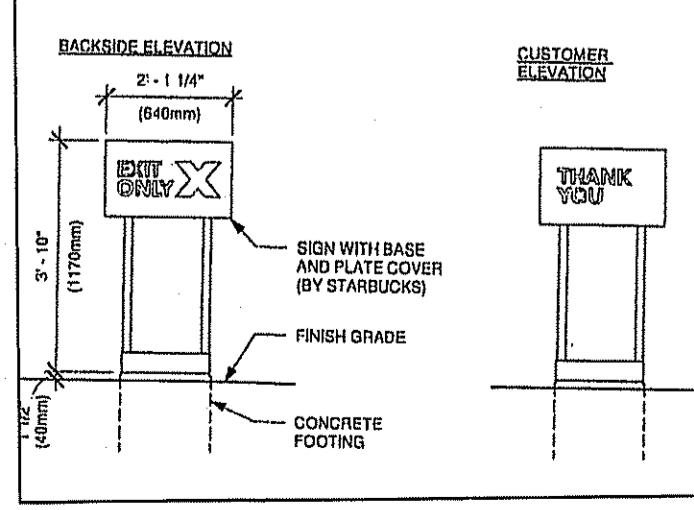
**LEGEND**

- (OH) UTILITY POLE/GUY WIRE
- (U) WATER GATE/SHUT-OFF
- (G) CATCH BASIN
- (S) DRAIN MANHOLE
- (W) SEWER MANHOLE
- (H) HYDRANT
- (T) TRANSFORMER
- (E) ELECTRIC BOX
- (C) CHAIN LINK FENCE
- (G) GAS GATE
- (C) CONTOURS
- (S) SPOT GRADE
- (L) LIGHT POLE
- (F) WETLAND FLAG
- (T) TREES, BUSHES
- (E) OVERHEAD ELECTRIC
- (U) UNDERGROUND ELECTRIC
- (S) SEWER LINE
- (W) WATER LINE
- (G) GAS LINE
- (W) WETLANDS
- (S) SIGN
- (T) TEST PIT



M.U.T.C.D. NUMBER	SPECIFICATION WIDTH	SPECIFICATION HEIGHT	TEXT	M.U.T.C.D. NUMBER	SPECIFICATION WIDTH	SPECIFICATION HEIGHT	TEXT
R5-1	12"	18"	DO NOT ENTER	R3-2	24"	24"	[Right Turn Arrow]
R1-1	24"	24"	STOP	R3-5R	30"	36"	[Left Turn Arrow]
R7-8*	12"	18"	[Accessible Symbol]	R6-1	36"	12"	ONE WAY
				W11-2	30"	30"	[Warning Symbol]

\*\* ADD "VAN ACCESSIBLE" WHERE APPROPRIATE  
\*\* COLOR AND WORDING PER LOCAL REQUIREMENTS



**GENERAL NOTES :**

ASSESSORS MAP : 20 BLOCK: 9 LOT : 0  
 LOCUS DEED REFERENCE : BOOK 32052, PAGE 0194  
 PLAN REFERENCE : PLAN NO 36312003  
 ZONING : INDUSTRIAL (AND PHOTOVOLTAIC INSTALLATION OVERLAY DISTRICT)  
 APPLICANT : RETAIL ASHLAND LLC  
 858 WASHINGTON STREET  
 DEDHAM, MA. 02026  
 OWNER : RETAIL ASHLAND LLC  
 858 WASHINGTON STREET  
 DEDHAM, MA. 02026  
 THE PROJECT SITE IS NOT LOCATED WITHIN AN AREA MAPPED AS PRIORITY HABITAT & ESTIMATED HABITAT FOR RARE SPECIES ACCORDING TO THE MASSACHUSETTS NATURAL HERITAGE & ENDANGERED SPECIES PROGRAM.  
 THE PROJECT SITE IS NOT LOCATED WITHIN A ZONE II WELLHEAD PROTECTION ZONE.  
 THE PROJECT SITE IS LOCATED OUTSIDE OF ANY FLOOD ZONES (ZONE X) AS PER FEMA - FIRM MAP COMMUNITY PANEL 25017C0514F, DATED 7/7/2014.

ZONE: I (INDUSTRIAL)		
PROPOSED USE: RESTAURANT / DRIVE-THRU	REQUIRED	PROVIDED
MIN. LOT AREA	30,000	55,324 S.F.
FRONTAGE	150'	>150'
FRONT SETBACK	40'	70.8'
SIDE SETBACK	30'	78.2'
REAR SETBACK	30'	64.9'
MAX. BLDG. HEIGHT (STORIES)	2 STORIES	1 STORY
MAX. % BLDG. LOT COVERAGE	N/A	39%
MIN. OPEN SPACE (GREEN SPACE)	N/A	22.9%
PARKING SCHEDULE:		
REST. : 1 SPACE PER 4 SEATS	46/4= 12 SPACES	
PATIO : 1 SPACE PER 4 SEATS	28/4= 7 SPACES	
TOTAL PARKING	19 SPACES	36 SPACES

Assessors Map: 20 Block: 9 Lot: 0  
 399 Union Street, Ashland, Massachusetts

PREPARED FOR  
**RETAIL ASHLAND, LLC**

**LAYOUT & MATERIALS PLAN**

**J.K. HOLMGREN ENGINEERING, INC.**

Registered Professional Engineers and Land Surveyors  
 1024 Pearl Street, Brockton, MA. 02301  
 Phone - (508) 583-2595 Fax - (508)-588-7518  
 Email : sfaria@jkholmgren.com



SCALE: 1" = 20'

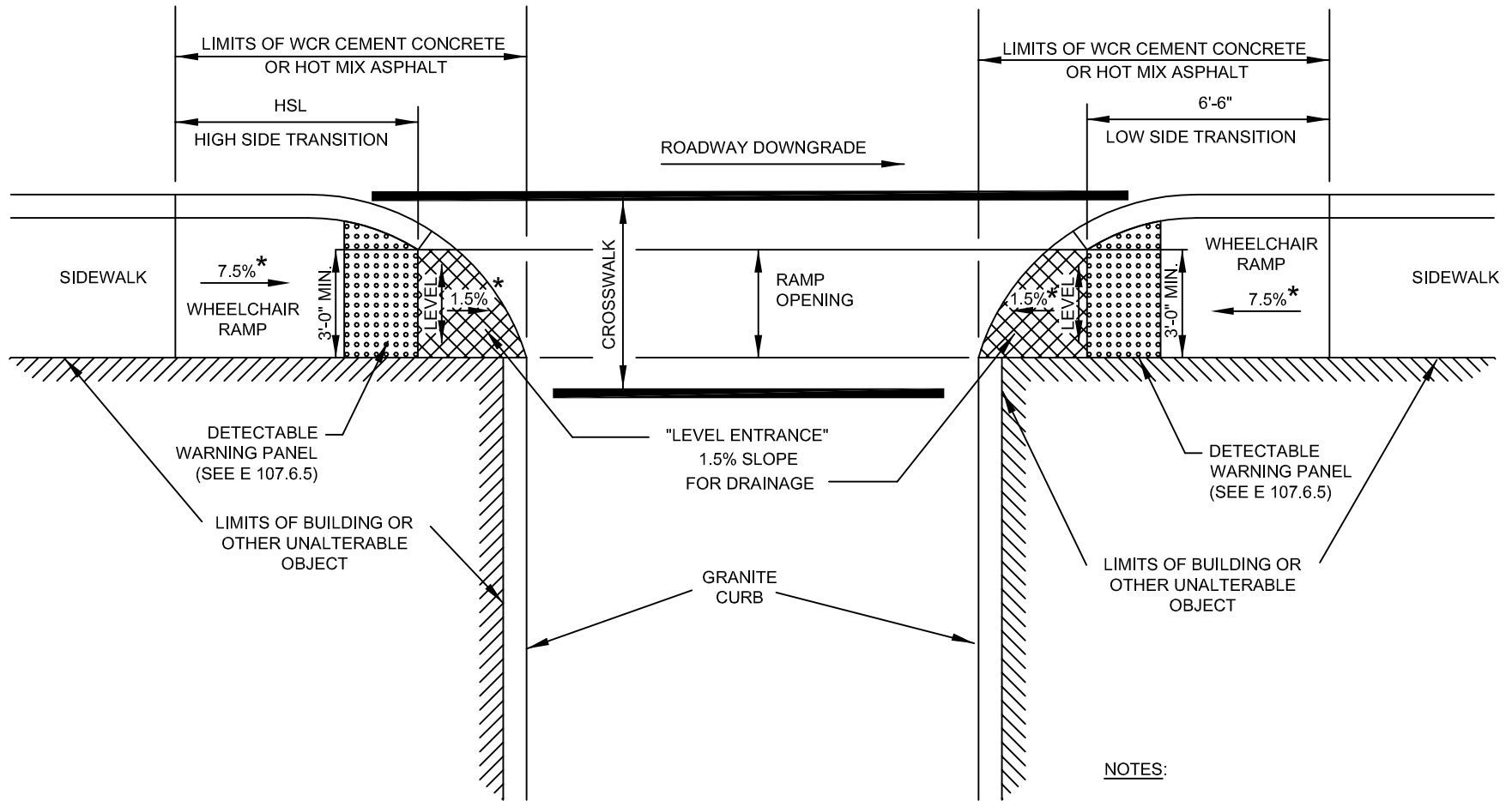
NO.	BY	DATE	REMARKS
8	SSR	11.29.22	TRAFFIC REVIEW ENG. COMMENTS
7	SSR	10.27.22	TRAFFIC REVIEW ENG. COMMENTS
6	SSR	10.13.22	DESIGN REVIEW COMM. COMMENTS
5	JEG	10.07.22	GCC REVIEW COMMENTS
4	SSR	09.29.22	ADDITIONAL LANDSCAPE
3	JEG	09.15.22	REDUCE IMPERVIOUS AREA
2	SSR	05.16.22	WITH SURVEY
1	JEG	03.23.22	SIDEWALK AND CARS ADDITION

DATE: 06/01/2022

**C-3**  
 DRAWING NUMBER

**WHEELCHAIR RAMP FOR ONE CONTINUOUS DIRECTION OF PEDESTRIAN TRAVEL**

DATE OF ISSUE  
 OCTOBER 2017  
 DRAWING NUMBER  
**E 107.6.0**

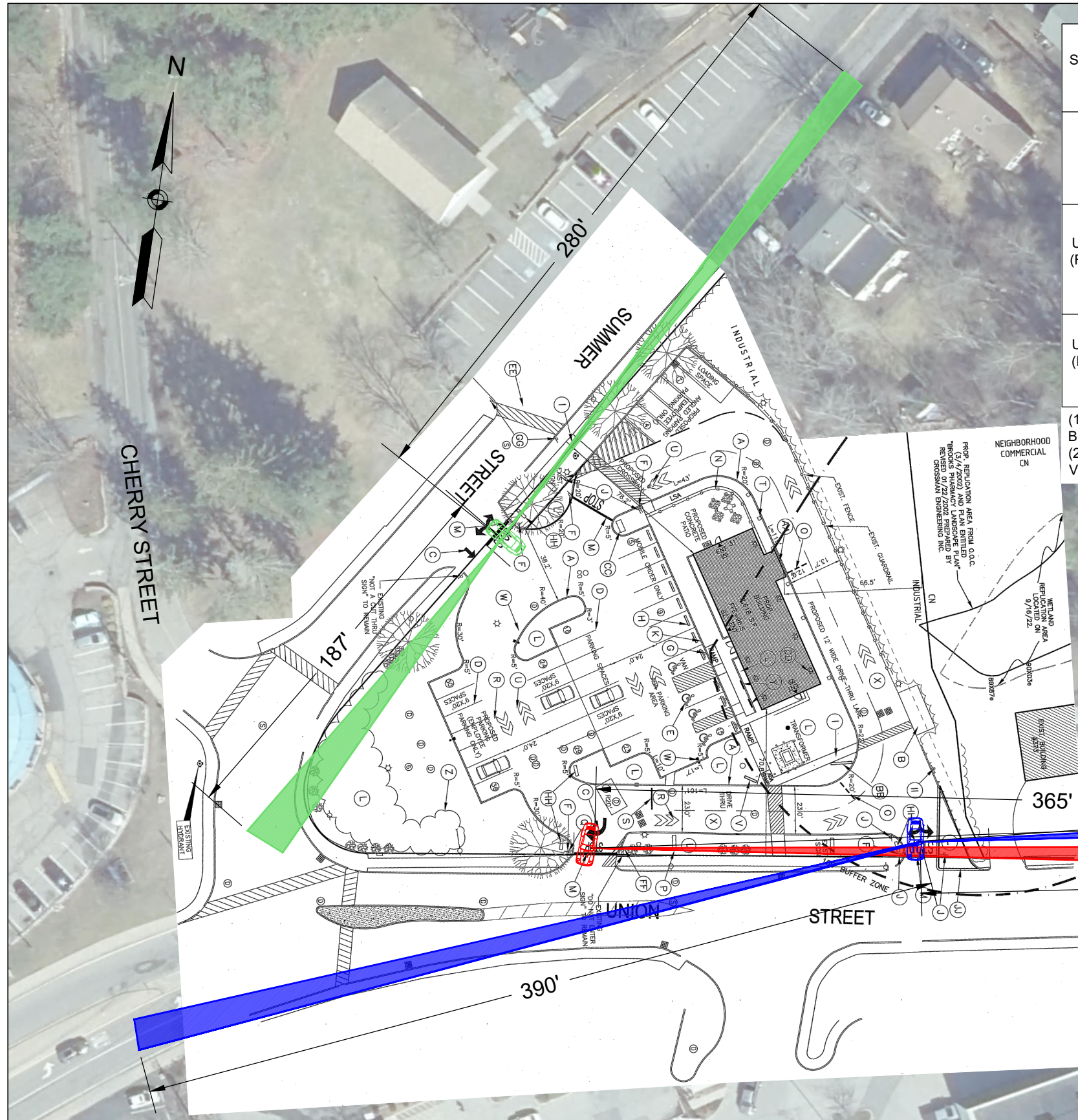


**LEGEND**

- HSL = HIGH SIDE TRANSITION LENGTH (SEE E 107.9.0)
- \* = TOLERANCE FOR CONSTRUCTION ±0.5%

**NOTES:**

- DETECTABLE WARNING PANEL LOCATED NOT LESS THAN 6" OR MORE THAN 24" FROM ROADWAY EDGE (GUTTER LINE). TRUNCATED DOMES TO BE ALIGNED WITH DIRECTION OF TRAVEL.
- FOR DETAILS OF TRUNCATED DOMES SEE DRAWING E 107.6.5.
- ROADWAY, GUTTER, AND FIRST 6" OF SIDEWALK TO BE ADJUSTED FOR FIELD CONDITIONS.



SITE DRIVEWAY LOCATION	LOOKING	SPEED LIMIT (MPH)	85th %ILE SPEED (MPH)	SSD REQUIRED <sup>1</sup>	ISD RECOMMENDED <sup>2</sup>	SD MEASURED	LEGEND
SUMMER STREET DRIVEWAY	LEFT (WEST)	25	-	155	280	450	Green
	RIGHT (EAST)	25	-	155	280	500+	
UNION STREET (RTE 135) WEST DRIVEWAY	LEFT (EAST)	30	33	230	365	500+	Red
	RIGHT (WEST)	35	34	250	390	500+	
UNION STREET (RTE 135) EAST DRIVEWAY	LEFT (EAST)	30	33	230	365	390	Blue
	RIGHT (WEST)	35	34	250	390	500+	

(1) STOPPING SIGHT DISTANCE (SEE AASHTO EQUATIONS 3-1 AND 3-2) BASED ON HIGHEST VALUE BETWEEN POSTED AND 85th PERCENTILE SPEEDS.  
 (2) INTERSECTION SIGHT DISTANCE (SEE AASHTO EQUATIONS 9-1 AND 9-2) BASED ON HIGHEST VALUE BETWEEN POSTED AND 85th PERCENTILE SPEEDS.

NOTE: THE AVAILABLE SIGHT DISTANCE LOOKING LEFT AT THE SUMMER STREET DRIVEWAY EXTENDS THROUGH THE INTERSECTION FOR A TOTAL LENGTH OF 450 FT.

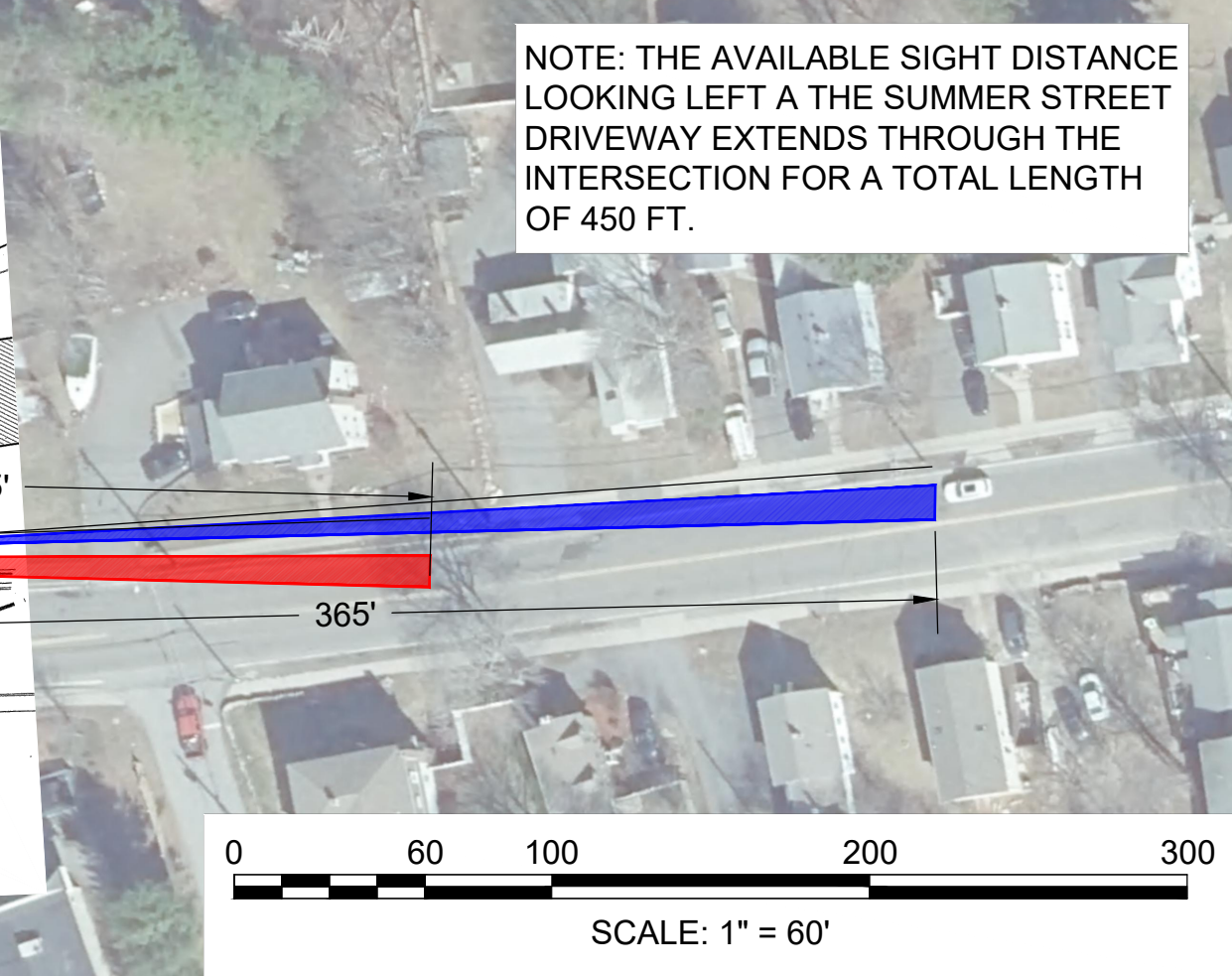


FIGURE 1  
AVAILABLE SIGHT LINES

PROPOSED COFFEE SHOP  
ASHLAND, MA

