

SLV Ashland, LLC
257 Hillside Avenue
Needham, MA 02494

April 16, 2025

RE: UPDATED / The Sanctuary at Ashland Mills - Response to Outstanding MDM Transportation Comments Provided at March 25th Public Hearing and subsequent communications

SWEPT Path Analysis:

It is our understanding that MDM Transportation, Vanasse and Associates, and Bohler have been communicating regarding updating the SWEPT path analyses to incorporate those changes and recommendations introduced by the Ashland Fire and Police Departments, as well as recommendations from MDM. We anticipate submitting all of the updated analyses to the Zoning Board of Appeals and to MDM prior to the April 22nd Public Hearing for a final review.

Sight Line Analysis

At a previous public hearing, MDM and the Zoning Board of Appeals asked if we could assess the opportunity to increase the sight line visibility/distance at the proposed Myrtle Street driveway.

Bohler re-examined the Myrtle Street egress and concluded that the sight line distance can not be increased without jeopardizing the necessary compensatory flood storage required as part of the civil engineering design. Or put differently, the proposed retaining wall/fence can not be relocated without reducing the floor storage below what is required by DEP.

The Bohler Engineering Team has advanced many site plan iterations of grading to design to the current and necessary floor storage requirements. The Applicant could increase sight line distances at Myrtle Street if the Applicant were allowed to remove the existing building; a development scenario that the Board of Selectmen and other municipal boards discouraged during preliminary discussions on this project.

We would like to reiterate that both MDM Transportation and Vanasse and Associates have opined, that with the proposed modifications to the retaining wall and other features located within the Project Site, that the required lines of sight are provided for the driveway to function in a safe manner.

Existing Condition

We would also like to highlight that the existing fence (see photo on the following page) limits the Stopping Sight Distance (SSD) along Myrtle Street approaching the driveway from the south to 155 feet and the Intersection Sight Distance (ISD) to 173 feet [shown in Table 12 on the following page].

As shown on the civil engineering plans: i) with the removal of the end of the fence (reflected in the photo on the following page) as shown on the site plan; and ii) the limitation that anything placed within the sight triangle area as depicted on the site plan be less than 3.5 feet in height; then both SSD and ISD will be improved upon existing conditions to a distance of at least 200 feet.

SSD: 173' current to 200' future
ISD: 155' current to 200' future



Table 12 from the Transportation Impact Analysis (see below) includes measured sight distances at the site driveways. The first block is the Myrtle Street driveway.

**Table 12
SIGHT DISTANCE MEASUREMENTS^a**

Intersection/Sight Distance Measurement	Feet		
	Required Minimum (SSD)	Desirable (ISD) ^b	Measured
<i>Myrtle Street at the Project Site Driveway</i>			
<i>Stopping Sight Distance:</i>			
Myrtle Street approaching from the north	200	--	500+
Myrtle Street approaching from the south	200	--	155/200+ ^c
<i>Intersection Sight Distance:</i>			
Looking to the north from the Project Driveway	200	335	500+
Looking to the south from the Project Driveway	200	290	173/200+ ^c
<i>Main Street at the Project Site Driveway</i>			
<i>Stopping Sight Distance:</i>			
Main Street approaching from the north	155	--	500+
Main Street approaching from the south	155	--	500+
<i>Intersection Sight Distance:</i>			
Looking to the north from the Project Driveway	155	280	392
Looking to the south from the Project Driveway	155	240	500+
<i>Main Street at the Project Site Center North Driveway</i>			
<i>Stopping Sight Distance:</i>			
Main Street approaching from the north	155	--	280
Main Street approaching from the south	155	--	500+
<i>Intersection Sight Distance:</i>			
Looking to the north from the Project Driveway	155	280	250
Looking to the south from the Project Driveway	155	240	500+
<i>Main Street at the Project Site Center South Driveway</i>			
<i>Stopping Sight Distance:</i>			
Main Street approaching from the north	155	--	351
Main Street approaching from the south	155	--	500+
<i>Intersection Sight Distance:</i>			
Looking to the north from the Project Driveway	155	280	327
Looking to the south from the Project Driveway	155	240	414

^aRecommended minimum values obtained from *A Policy on Geometric Design of Highways and Streets*, 7th Edition; American Association of State Highway and Transportation Officials (AASHTO); 2018; and based on an approach speed of 30 mph along Myrtle Street and a 25 mph approach speed along Main Street.

^bValues shown are the intersection sight distance for a vehicle turning right or left exiting a roadway under STOP control such that motorists approaching the intersection on the major street should not need to adjust their travel speed to less than 70 percent of their initial approach speed.

^cWith the removal of the existing stockade fence and reconstruction of the driveway, both of which will occur in conjunction with the Project.

Conclusion

We believe we have responded to all of the additional parking and transportation related requests issued by MDM Transportation. We can discuss this information at the April 8th Zoning Board of Appeals public hearing, should additional discussion be warranted.