55 SS LLC

PROJECT UPDATE OVERVIEW

TRAFFIC REVIEW

Project Update

November 2, 2020

Current submission date: October 2020

Highlights:

- Worked with Conservation Commission to reduce environmental footprint
- Moved out of the riverfront area
- Reduced number of multi-family buildings to 2
- Increased distance between buildings
- Increased and redesigned amenity area
- Improved internal circulation
- Increased multi-family buildings to 6 floors
- Reduced overall single-family footprint by converting 14 singles to duplexes
- Adjusted driveways/intersection to address safety concern raised by Tetra Tech
- Revised product mix with no impact on traffic

DEVELOPMENT SUMMARY

LOT 1

TOWNHOUSES: 52

REQUIRED: 2 PARKING SPACES/UNIT X 52 UNITS = 104 SPACES

PROPOSED: 52 GARAGE SPACES + 52 DRIVEWAY SPACES = 104 SPACES

APARTMENTS: 192

REQUIRED: 2 PARKING SPACES/UNIT X 192 UNITS = 384 SPACES

PROPOSED: 14 CLUBHOUSE SPACES + 85 GARAGE UNDER SPACES + 210 SURFACE SPACES

TOTAL PROPOSED SPACES: 319

LOT 2

SINGLE FAMILY HOUSES: 56

REQUIRED: 2 PARKING SPACES/UNIT X 56 UNITS = 112 SPACES

PROPOSED: 112 GARAGE SPACES + 112 DRIVEWAY SPACES + 9 SURFACE SPACES = 233 SPACES TOTAL

OVERALL PARKING SUMMARY:

LOT 1 TOTAL: 423 SPACES

LOT 2 TOTAL: 233 SPACES

SITE TOTAL: 656 SPACES

** SEE WAIVER 9 UNDER REQUESTED SPECIAL PERMITS AND VARIANCES – LOT 1

HOWARD STEIN HUDSON
114 Turnpike Road, Suite 2C
Chelmsford, MA 01824
www.hshassoc.com

PREPARED FOR:

55 BH LLC
6 LYBERTY WAY, SUITE 203
WESTFORD, MA 01886

PROPOSED MULTIFAMILY DEVELOPMENT

SUMMER STREET
WALPOLE, MA

REVISIONS:

NO	BY	DATE	DESCRIPTION
1	PB	9/14/20	REV. MULTI-FAMILY
2	PB	10/14/20	REV. LAYOUT

PRESENTATION PLAN

DATE:	MAY 13, 2020
PROJECT NUMBER:	19097
DESIGNED BY:	PB/KE
DRAWN BY:	PB
CHECKED BY:	KE

1

SHEET 1 OF 1

Unit Mix

Plan dates:	1-May-20	19-Oct-20	Change Since 5/1
Multi family			
studio	0	6	6
one bedroom	112	108	-4
two bedroom	80	78	-2
Total Multifamily	192	192	0
Rental Town Homes			
two bedroom	24	26	2
three bedroom	24	26	2
Total Rental Town homes	48	52	4
Ownership			
two bedroom stand alone		13	
three bedroom stand alone	60	29	
two bedroom duplex		6	
three bedroom duplex		8	
	60	56	-4
Totals	**300**	**300**	

Cedar Crossing/Cedar Edge / Overhead View / 20 October 2020

25 Years of Shaping the Exceptional / 200 Ayer Road / Suite 200 / Harvard, MA 01451 / 978 456 2800 / M A U G E L . C O M

MAUGEL
ARCHITECTS

Typical 2-Bedroom
Duplex Configuration

Typical 3-Bedroom
Duplex Configuration

Cedar Crossing/Cedar Edge / Clubhouse/Multi-Family View / 02 November 2020

25 Years of Shaping the Exceptional / 200 Ayer Road / Suite 200 / Harvard, MA 01451 / 978 456 2800 / M A U G E L . C O M

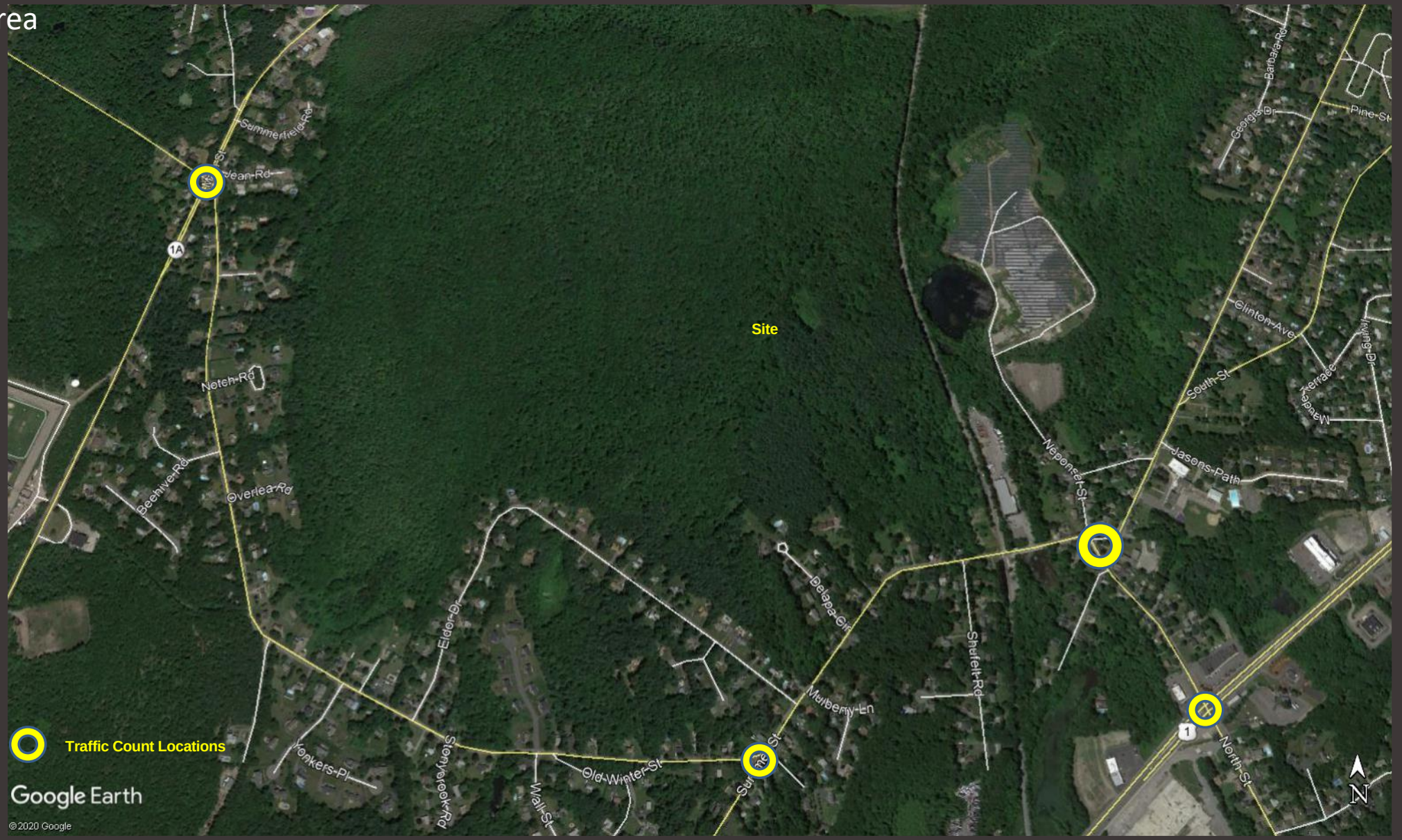
MAUGEL
ARCHITECTS

Traffic Review

Overview

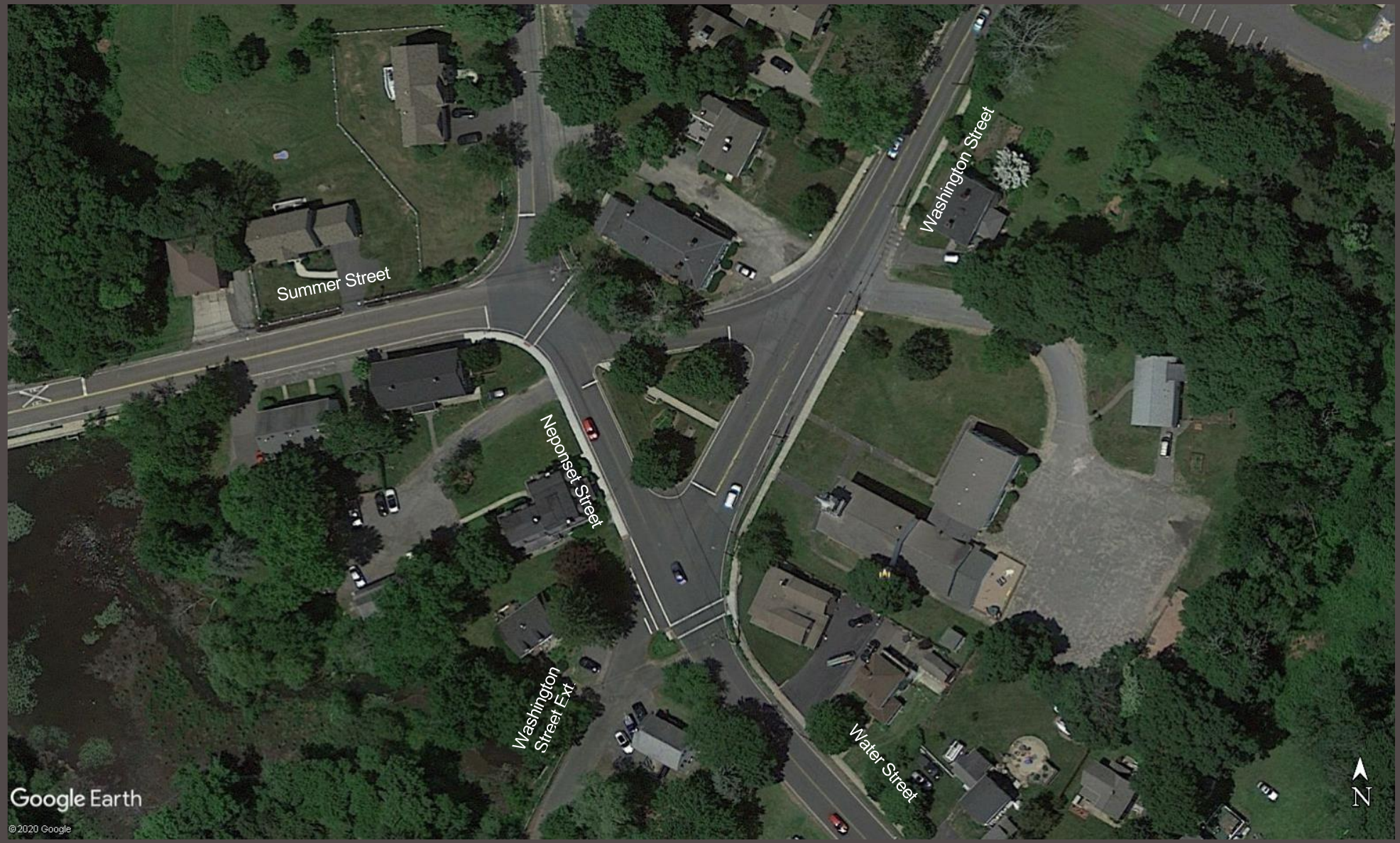
- Bayside Engineering Qualifications
- Traffic Impact and Access Study Summary
- LOS at South Walpole Triangle 5/4/2020
- Safety - Railroad Crossing Assessment 9/28/20
- Pedestrian Analysis 5/4/2020
- Traffic Light Warrant Analysis 10/19/20
- Potential Offsite Improvements

Study Area



Study Area
Walpole, MA

BAYSIDE ENGINEERING



Summer Street, Neponset Street, Washington Street and Water Street
Walpole, MA

BAYSIDE ENGINEERING

TABLE 2
SUMMER STREET EASTBOUND TO WASHINGTON STREET NORTHBOUND
OBSERVED DELAYS AND QUEUES

Time Period	Average Peak Hour Delay per Vehicle (sec)	Minimum Peak Hour Delay Observed (sec)	Maximum Peak Hour Delay per Vehicle Observed (sec)	Average Vehicle Queue Observed (Veh)	Maximum Queue Observed (Veh)
Weekday Morning Peak Hour[b]	10 (LOS A/B)	0	41	2	6
Weekday Evening Peak Hour[c]	6 (LOS A)	0	39	1	3

[a]Based on count data compiled on November 6, 2019.
[b]Morning Peak Hour from 7:00 – 8:00 AM.
[c]Evening Peak Hour from 4:30 – 5:30 PM.

TABLE 3
WASHINGTON STREET SOUTHBOUND TO WATER STREET EASTBOUND
OBSERVED DELAYS AND QUEUES

Time Period	Average Peak Hour Delay per Vehicle (sec)	Minimum Peak Hour Delay Observed (sec)	Maximum Peak Hour Delay per Vehicle Observed (sec)	Average Vehicle Queue Observed (Veh)	Maximum Queue Observed (Veh)
Weekday Morning Peak Hour[b]	7 (LOS A)	0	34	1	4
Weekday Evening Peak Hour[c]	24 (LOS C)	0	88	3	10

[a]Based on count data compiled on November 6, 2019.
[b]Morning Peak Hour from 7:00 – 8:00 AM.
[c]Evening Peak Hour from 4:45 – 5:45 PM.

TABLE 4
NEPONSET STREET NORTHBOUND TO SUMMER STREET WESTBOUND
OBSERVED DELAYS AND QUEUES

Time Period	Average Peak Hour Delay per Vehicle (sec)	Minimum Peak Hour Delay Observed (sec)	Maximum Peak Hour Delay per Vehicle Observed (sec)	Average Vehicle Queue Observed (Veh)	Maximum Queue Observed (Veh)
Weekday Morning Peak Hour[b]	3 (LOS A)	0	10	1	5
Weekday Evening Peak Hour[c]	5 (LOS A)	0	36	1	5

[a]Based on count data compiled on November 6, 2019.
[b]Morning Peak Hour from 7:00 – 8:00 AM.
[c]Evening Peak Hour from 4:30 – 5:30 PM.

TRIP-GENERATION SUMMARY

	Apartment Trips[a]	Townhouse Trips[b]	Single-Family Home Trips[c]	Total Trips
Average Weekday Daily Traffic	1,044	322	650	2,016
Weekday Morning Peak Hour:				
Entering	17	6	12	35
Exiting	48	18	35	101
Total	65	24	47	136
Weekday Evening Peak Hour:				
Entering	51	20	39	110
Exiting	32	11	23	66
Total	83	31	62	176

[a]Based on ITE LUC 221 – Multifamily Housing (Mid-Rise); 192 units.
[b]Based on ITE LUC 220 – Multifamily Housing (Low-Rise); 48 units.
[c]Based on ITE LUC 210 – Single-Family Detached Housing; 60 units.

PROPOSED TRIP DISTRIBUTION

Route	Direction	Percent of Residential Trips
Winter Street	West	2
Main Street (Route 1A)	North	11
North Street	East	3
Route 1	South	7
Route 1	North	55
Summer Street	West	1
Washington Street	North	21
TOTALS		100

LEVEL-OF-SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS[a]

Delay per Vehicle (Seconds)	Resulting Level of Service v/c[b] < 1.0
≤10.0	A
10.1 to 20.0	B
20.1 to 35.0	C
35.1 to 55.0	D
55.1 to 80.0	E
>80.0	F

[a]*Highway Capacity Manual*; Transportation Research Board; Broad, DC; 2010; page 18-6.
[b]Volume to capacity ratio.

LEVEL-OF-SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS[a]

Average Delay (seconds per vehicle)	Resulting Level of Service v/c[b] < 1.0
≤ 10.0	A
10.1 to 15.0	B
15.1 to 25.0	C
25.1 to 35.0	D
35.1 to 50.0	E
>50.0	F

[a]*Highway Capacity Manual*; Transportation Research Board; Broad, DC; 2010; page 19-2
[b]Volume to capacity ratio.

TABLE 14
SIGNALIZED LEVEL-OF-SERVICE SUMMARY
ROUTE 1A, WINTER STREET AND JEAN ROAD

	2019 Existing				2026 No-Build				2026 Build			
Peak Hour/Lane Group	V/C[a]	Delay[b]	LOS[c]	Queue[d]	V/C	Delay	LOS	Queue	V/C	Delay	LOS	Queue
Weekday Morning												
Westbound Lt/Th/Rt	0.53	90.3	F	6/10	0.53	90.3	F	6/10	0.50	80.3	F	6/10
Northbound Lt	0.13	13.2	B	20/49	0.15	13.3	B	21/52	0.15	13.8	B	21/52
Northbound Th/Rt	0.77	25.5	C	337/634	0.83	28.7	C	381/843	0.85	31.0	C	381/843
Southbound Lt	0.15	16.2	B	9/26	0.20	17.5	B	10/28	0.21	17.5	B	12/31
Southbound Th/Rt	0.34	19.0	B	104/180	0.36	19.4	B	113/194	0.37	19.6	B	113/194
South-eastbound Lt/Th/Rt	1.00	91.4	F	253/502	1.10	120.8	F	301/555	1.12	126.0	F	308/563
North-westbound Lt/Th/Rt	0.47	36.7	D	118/208	0.50	37.3	D	128/223	0.53	37.5	D	138/238
Overall	**0.85**	**39.8**	**D**	--	**0.92**	**47.8**	**D**	--	**0.93**	**49.8**	**D**	--
Weekday Evening												
Westbound Lt/Th/Rt	0.29	65.5	E	3/5	0.29	66.5	E	3/5	0.29	66.9	E	3/5
Northbound Lt	0.11	14.9	B	5/20	0.16	17.8	B	6/22	0.17	18.4	B	7/22
Northbound Th/Rt	0.34	13.2	B	92/186	0.37	14.4	B	110/201	0.38	14.9	B	113/201
Southbound Lt	0.11	10.1	B	14/45	0.12	10.8	B	17/47	0.14	11.2	B	20/54
Southbound Th/Rt	0.77	25.2	C	379/803	0.84	30.6	C	459/897	0.85	31.8	C	470/897
South-eastbound Lt/Th/Rt	0.88	73.1	E	122/254	0.90	74.6	E	133/282	0.87	68.4	E	134/285
North-westbound Lt/Th/Rt	0.89	63.6	E	211/354	0.90	64.0	E	230/412	0.89	62.8	E	238/428
Overall	**0.78**	**34.9**	**C**	--	**0.84**	**37.9**	**D**	--	**0.84**	**37.6**	**D**	--

[a]Maximum volume-to-capacity ratio.
[b]Delay in seconds per vehicle.
[c]Level of service.
[d]Average Queue (ft)/95th %tile Queue (ft)
Lt = Left; Th = Through; Rt = Right.

TABLE 14 (Continued)
SIGNALIZED LEVEL-OF-SERVICE SUMMARY
ROUTE 1 AND NORTH STREET

	2019 Existing				2026 No-Build				2026 Build			
Peak Hour/Lane Group	V/C[a]	Delay[b]	LOS[c]	Queue[d]	V/C	Delay	LOS	Queue	V/C	Delay	LOS	Queue
Weekday Morning												
Northbound Lt/Th/Rt	0.48	26.5	C	94/160	0.55	28.4	C	108/181	0.56	28.5	C	109/183
Southbound Lt	1.05	116.1	F	122/269	1.31	211.4	F	152/305	1.72	384.1	F	228/401
Southbound Th/Rt	0.25	24.3	C	50/111	0.28	25.4	C	56/121	0.30	25.7	C	60/129
North-eastbound Lt	0.77	45.3	D	162/251	0.79	46.8	D	173/271	0.79	46.6	D	175/274
North-eastbound Th/Rt	0.82	27.8	C	316/414	0.87	29.9	C	356/472	0.86	29.8	C	356/472
South-westbound Lt	0.55	41.8	D	69/104	0.58	43.1	D	74/108	0.58	43.2	D	74/108
South-westbound Th/Rt	0.42	24.9	C	106/122	0.46	25.7	C	120/132	0.47	25.9	C	123/135
Overall	**0.92**	**32.9**	**C**	--	**1.03**	**39.0**	**D**	--	**1.18**	**52.1**	**D**	--
Weekday Evening												
Northbound Lt/Th/Rt	0.45	29.5	C	46/85	0.48	29.7	C	53/94	0.45	29.0	C	55/97
Southbound Lt/Th/Rt	0.70	34.5	C	101/167	0.73	35.6	D	114/186	0.79	37.7	D	142/223
North-eastbound Lt	0.55	36.8	D	70/140	0.57	38.3	D	77/150	0.60	40.7	D	89/158
North-eastbound Th/Rt	0.39	18.7	B	101/178	0.44	20.5	C	119/196	0.46	22.4	C	134/196
South-westbound Lt	0.70	36.9	D	135/240	0.73	38.9	D	149/264	0.75	41.3	D	161/266
South-westbound Th/Rt	0.79	21.0	C	290/516	0.87	25.3	C	346/603	0.94	33.0	C	416/639
Overall	**0.77**	**24.6**	**C**	--	**0.82**	**27.4**	**C**	--	**0.87**	**32.1**	**C**	--

[a]Maximum volume-to-capacity ratio.
[b]Delay in seconds per vehicle.
[c]Level of service.
[d]Average Queue (ft)/95th %tile Queue (ft)
Lt = Left; Th = Through; Rt = Right.

TABLE 13
UNSIGNALIZED LEVEL-OF-SERVICE ANALYSIS SUMMARY

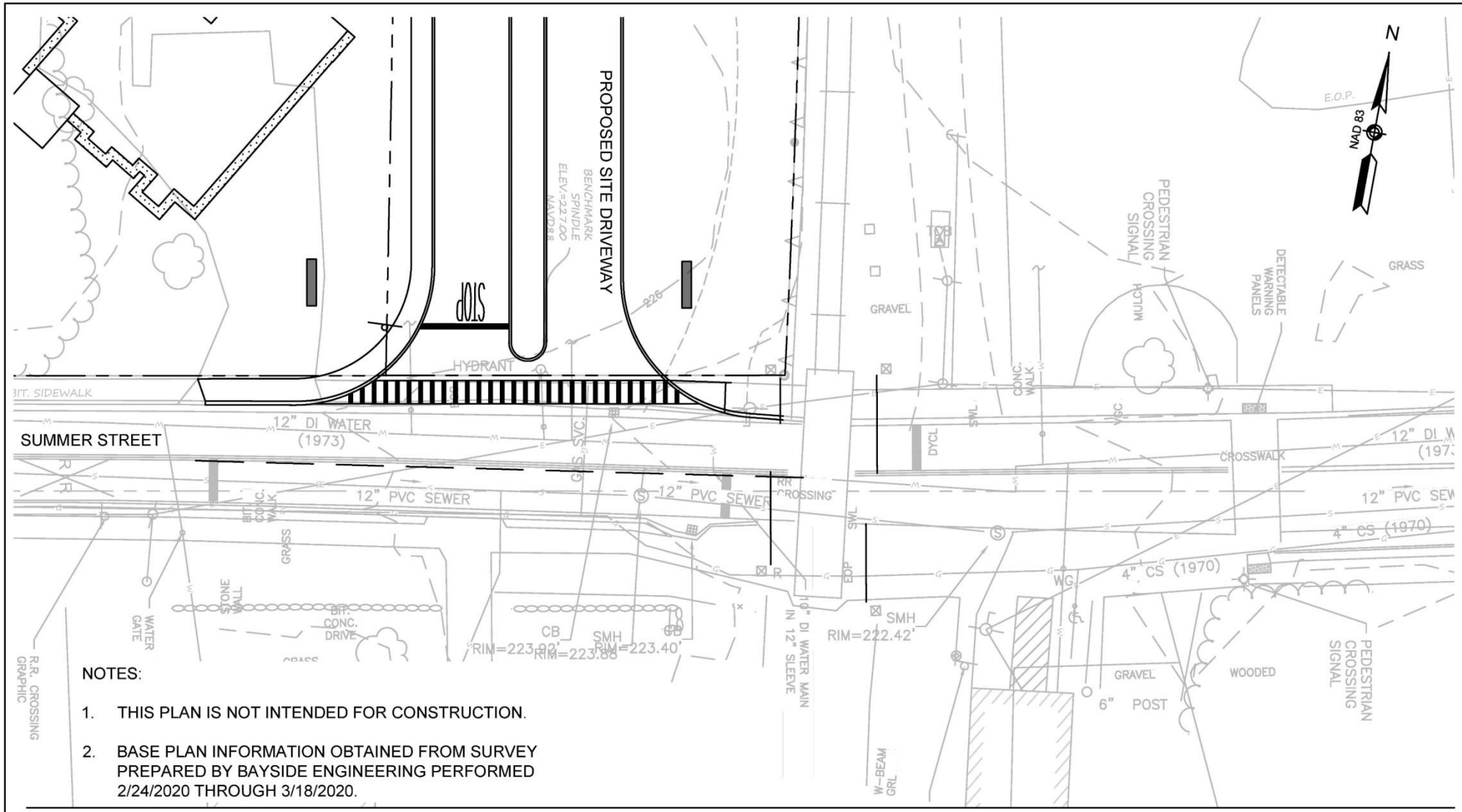
Critical Movement/ Peak Hour	2019 Existing					2026 No-Build					2026 Build				
	Demand[a]	V/C[b]	Delay[c]	LOS[d]	Queue[e]	Demand	V/C	Delay	LOS	Queue	Demand	V/C	Delay	LOS	Queue
Summer Street, Winter Street and Nottingham Way															
All movements from Winter Street (EB):															
Weekday Morning	270	0.50	16.6	C	70.0	290	0.56	18.5	C	87.5	295	0.58	19.2	C	92.5
Weekday Evening	151	0.40	17.7	C	47.5	162	0.46	19.8	C	60.0	176	0.50	21.3	C	70.0
Washington Street and Summer Street															
All movements from Summer Street (EB):															
Weekday Morning	244	0.79	47.2	E	162.5	261	0.92	71.3	F	220.0	282	1.00	90.5	F	265.0
Weekday Evening	70	0.34	21.9	C	35.0	75	0.39	24.8	C	45.0	89	0.48	28.3	D	60.0
Washington Street, Washington Street Extension, Water Street and Neponset Street															
All movements from Washington Street (SWB):															
Weekday Morning	120	0.35	20.2	C	37.5	129	0.41	22.9	C	47.5	129	0.48	28.5	D	60.0
Weekday Evening	339	1.11	113.6	F	380.0	363	1.28	178.2	F	502.5	363	1.59	312.7	F	660.0
Summer Street and Neponset Street															
All movements from Summer Street (EB):															
Weekday Morning	456	0.57	12.8	B	92.5	488	0.62	14.1	B	110.0	575	0.75	19.2	C	172.5
Weekday Evening	211	0.39	11.7	B	45.0	226	0.43	12.6	B	52.5	283	0.59	17.7	C	97.5
All movements from Summer Street (WB):															
Weekday Morning	57	0.14	9.4	A	12.5	61	0.15	9.6	A	12.5	68	0.17	10.1	B	15.0
Weekday Evening	255	0.53	14.7	B	77.5	273	0.59	16.6	C	95.0	296	0.71	23.5	C	142.5
All movements from Neponset Street (NB):															
Weekday Morning	133	0.23	10.2	B	22.5	142	0.25	10.5	B	25.0	165	0.30	11.5	B	32.5
Weekday Evening	350	0.62	17.7	C	105.0	375	0.68	20.7	C	130.0	447	0.87	39.1	E	247.5
All movements from Neponset Street (SB):															
Weekday Morning	10	0.03	10.4	B	2.5	11	0.03	10.5	B	2.5	11	0.04	11.0	B	2.5
Weekday Evening	12	0.03	9.3	A	2.5	13	0.04	9.6	A	2.5	13	0.05	10.7	B	2.5
Summer Street and Site Driveway															
All movements from Site Driveway (SB):															
Weekday Morning	--	--	--	--	--	--	--	--	--	--	101	0.28	17.6	C	27.5
Weekday Evening	--	--	--	--	--	--	--	--	--	--	66	0.27	23.6	C	27.5

[a]Demand of critical movements in vehicles per hour.
[b]Volume-to-capacity ratio.
[c]Delay in seconds per vehicle.
[d]Level of service.
[e]95th percentile queue in feet.

TABLE 1
UNSIGNALIZED LEVEL-OF-SERVICE COMAPRISON

Intersection/Critical Movement/ Peak Hour	2019 Existing					2019 Existing with Calibrated Model					2026 No-Build					2026 No-Build with Calibrated Model					2026 Build					2026 Build with Calibrated Model				
	Demand[a]	V/C[b]	Delay[c]	LOS[d]	Queue[e]	Demand	V/C	Delay	LOS	Queue	Demand	V/C	Delay	LOS	Queue	Demand	V/C	Delay	LOS	Queue	Demand	V/C	Delay	LOS	Queue	Demand	V/C	Delay	LOS	Queue
Washington Street and Summer Street																														
All movements from Summer Street (EB):																														
Weekday Morning	244	0.79	47.2	E	162.5	244	0.27	10.1	B	27.0	261	0.92	71.3	F	220.0	261	0.29	10.3	B	30.0	282	1.00	90.5	F	265.0	282	0.31	10.4	B	33.0
Weekday Evening	70	0.34	21.9	C	35.0	70	0.08	7.8	A	6.0	75	0.39	24.8	C	45.0	75	0.08	7.7	A	6.0	89	0.48	28.3	D	60.0	89	0.09	7.7	A	8.0
Washington Street, Washington Street Extension, Water Street and Neponset Street																														
All movements from Washington Street (SWB):																														
Weekday Morning	120	0.35	20.2	C	37.5	120	0.09	7.9	A	8.0	129	0.41	22.9	C	47.5	129	0.10	7.9	A	8.0	129	0.48	28.5	D	60.0	129	0.10	7.8	A	8.0
Weekday Evening	339	1.11	113.6	F	380.0	339	0.70	23.9	C	137.0	363	1.28	178.2	F	502.5	363	0.78	30.0	D	178.0	363	1.59	312.7	F	660.0	363	0.87	43.8	E	235.0
Summer Street and Neponset Street																														
All movements from Summer Street (EB):																														
Weekday Morning	456	0.57	12.8	B	92.5	-	-	-	-	-	488	0.62	14.1	B	110.0	-	-	-	-	-	575	0.75	19.2	C	72.5	-	-	-	-	-
Weekday Evening	211	0.39	11.7	B	45.0	-	-	-	-	-	226	0.43	12.6	B	52.5	-	-	-	-	-	283	0.59	17.7	C	97.5	-	-	-	-	-
All movements from Summer Street (WB):																														
Weekday Morning	57	0.14	9.4	A	12.5	-	-	-	-	-	61	0.15	9.6	A	12.5	-	-	-	-	-	68	0.17	10.1	B	15.0	-	-	-	-	-
Weekday Evening	255	0.53	14.7	B	77.5	-	-	-	-	-	273	0.59	16.6	C	95.0	-	-	-	-	-	296	0.71	23.5	C	142.5	-	-	-	-	-
All movements from Neponset Street (NB)[f]:																														
Weekday Morning	133	0.23	10.2	B	22.5	-	-	3.0	-	125.0	142	0.25	10.5	B	25.0	-	-	-	-	-	165	0.30	11.5	B	32.5	-	-	-	-	-
Weekday Evening	350	0.62	17.7	C	105.0	-	-	5.0	-	125.0	375	0.68	20.7	C	130.0	-	-	-	-	-	447	0.87	39.1	E	247.5	-	-	-	-	-
All movements from Neponset Street (SB):																														
Weekday Morning	10	0.03	10.4	B	2.5	-	-	-	-	-	11	0.03	10.5	B	2.5	-	-	-	-	-	11	0.04	11.0	B	2.5	-	-	-	-	-
Weekday Evening	12	0.03	9.3	A	2.5	-	-	-	-	-	13	0.04	9.6	A	2.5	-	-	-	-	-	13	0.05	10.7	B	2.5	-	-	-	-	-

[a]Demand of critical movements in vehicles per hour.
[b]Volume-to-capacity ratio.
[c]Delay in seconds per vehicle.
[d]Level of service.
[e]95th percentile queue in feet.
[f]Delay shown in Calibrated Model Column is actual observed delay and the queue shown is the maximum queue observed queue in feet. HCM methodology does not allow any calibration for all-way STOP analyses.



NOTES:

1. THIS PLAN IS NOT INTENDED FOR CONSTRUCTION.
2. BASE PLAN INFORMATION OBTAINED FROM SURVEY PREPARED BY BAYSIDE ENGINEERING PERFORMED 2/24/2020 THROUGH 3/18/2020.

BAYSIDE ENGINEERING

600 Unicorn Park Drive ▲ Woburn, MA 01801
Phone: 781.932.3201 ▲ Fax: 781.932.3413
www.baysideengineering.com

Proposed Residential
Cedar Crossing and Cedar Edge
Walpole, MA

Figure 1
SUMMER STREET AT PROPOSED DRIVEWAY
SCALE: 1" = 20'

TABLE 2
RAILROAD OPERATIONS SUMMARY[a]

Time Period	Weekday Morning Peak Period[b]	Weekday Evening Peak Period[b]	NB Trains	SB Trains
Average Time for Flashing Operations (sec)	58	62	58	62

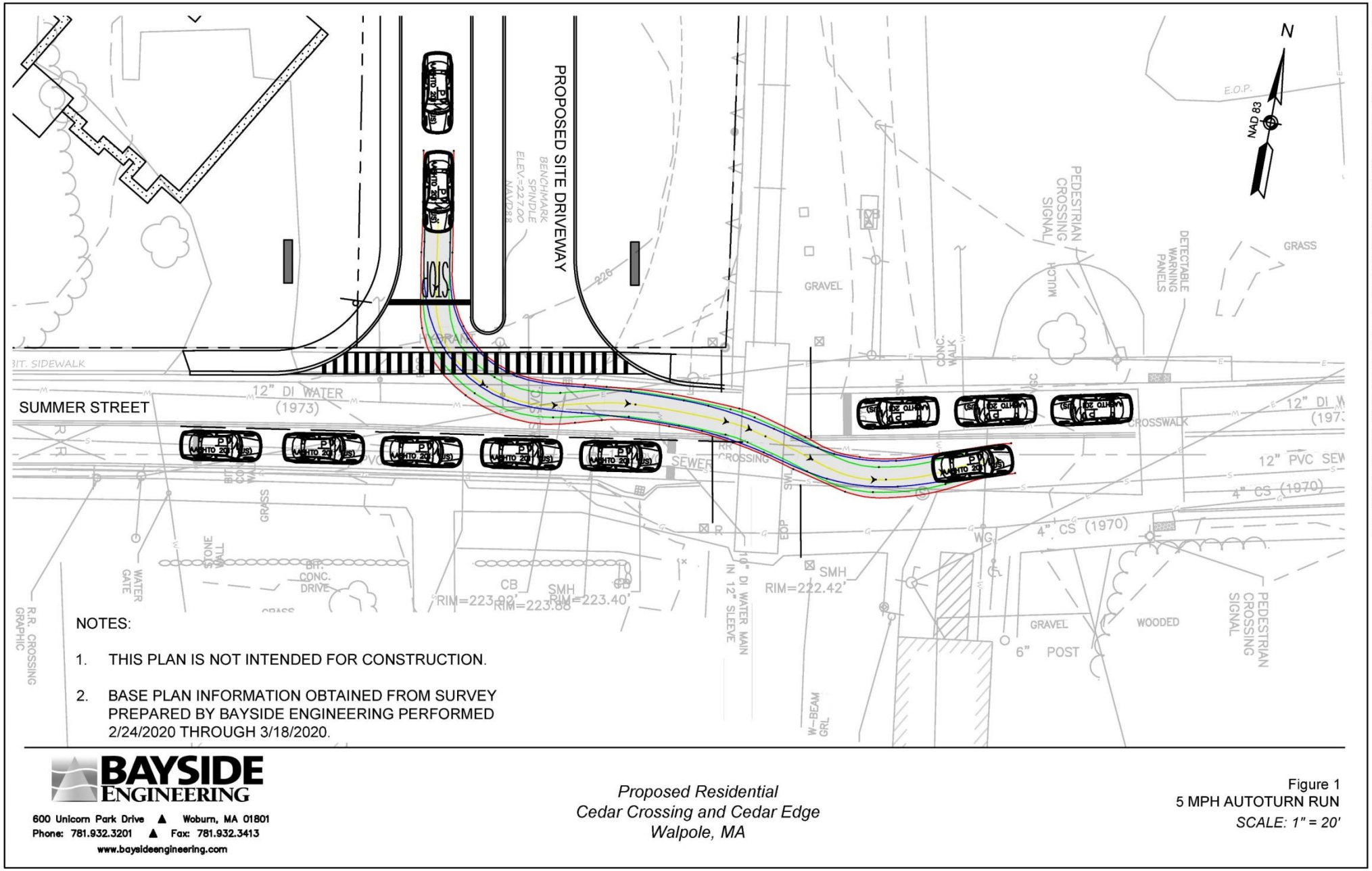
[a]Based on count data compiled November 6, 2019 to November 12, 2019.
[b]Morning Peak period from 7:00 – 9:00 AM.
[c]Evening Peak period from 4:00 – 6:30 PM.

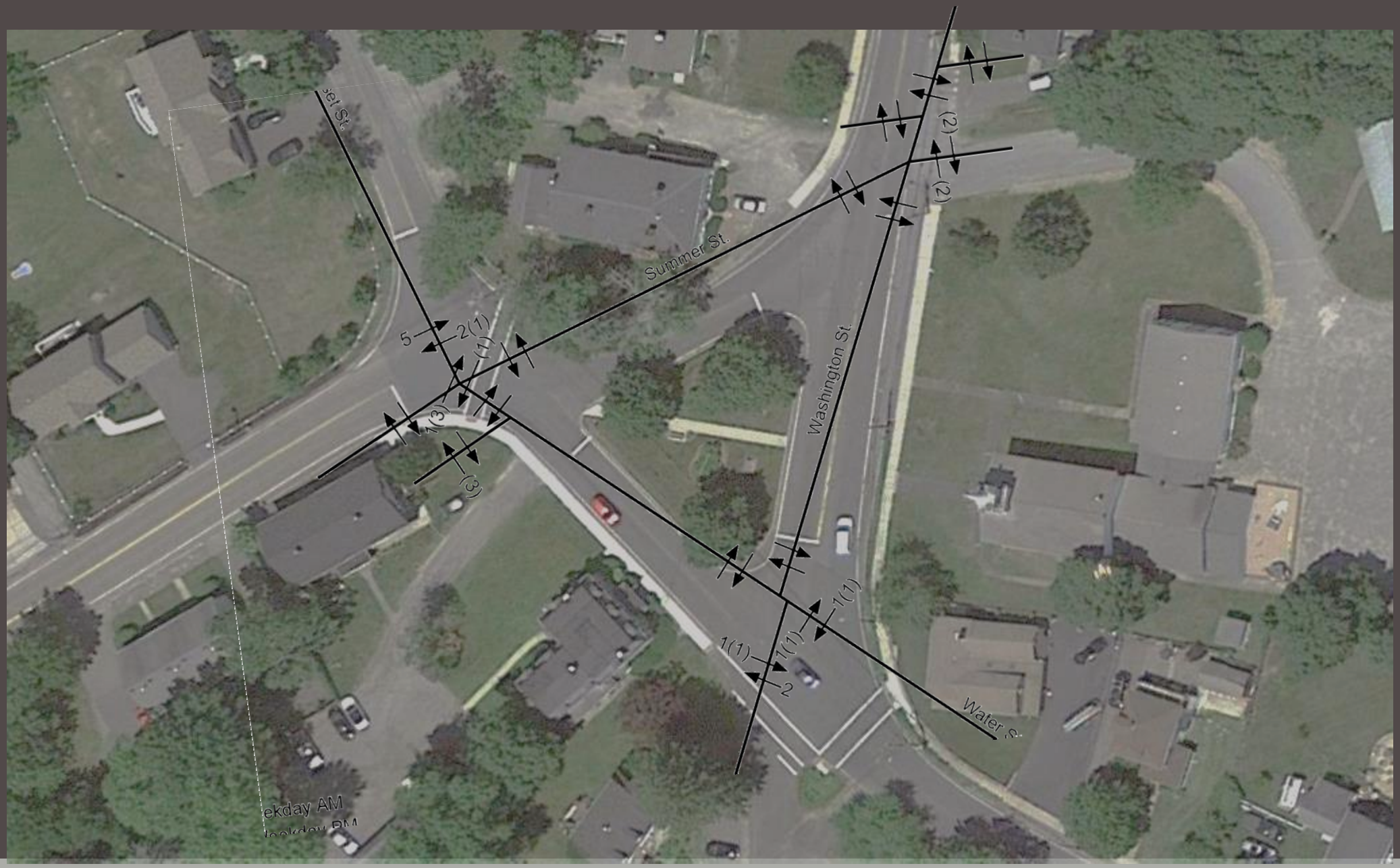
TABLE 5
SUMMER STREET OBSERVED RAILROAD CROSSING DELAYS AND VEHICLE QUEUES[a]

Time Period	Average Time for Westbound Vehicle Queue to Clear (sec)	Average Time for Eastbound Vehicle Queue to Clear (sec)	Average Westbound Vehicle Queue (veh)	Average Eastbound Vehicle Queue (veh)
Weekday Morning Peak Period[b]	10	15	2	5
Weekday Evening Peak Period[c]	26	11	8	3

[a]Based on count data compiled November 6, 2019 to November 12, 2019.
[b]Morning Peak period from 7:00 – 9:00 AM.
[c]Evening Peak period from 4:00 – 6:30 PM.

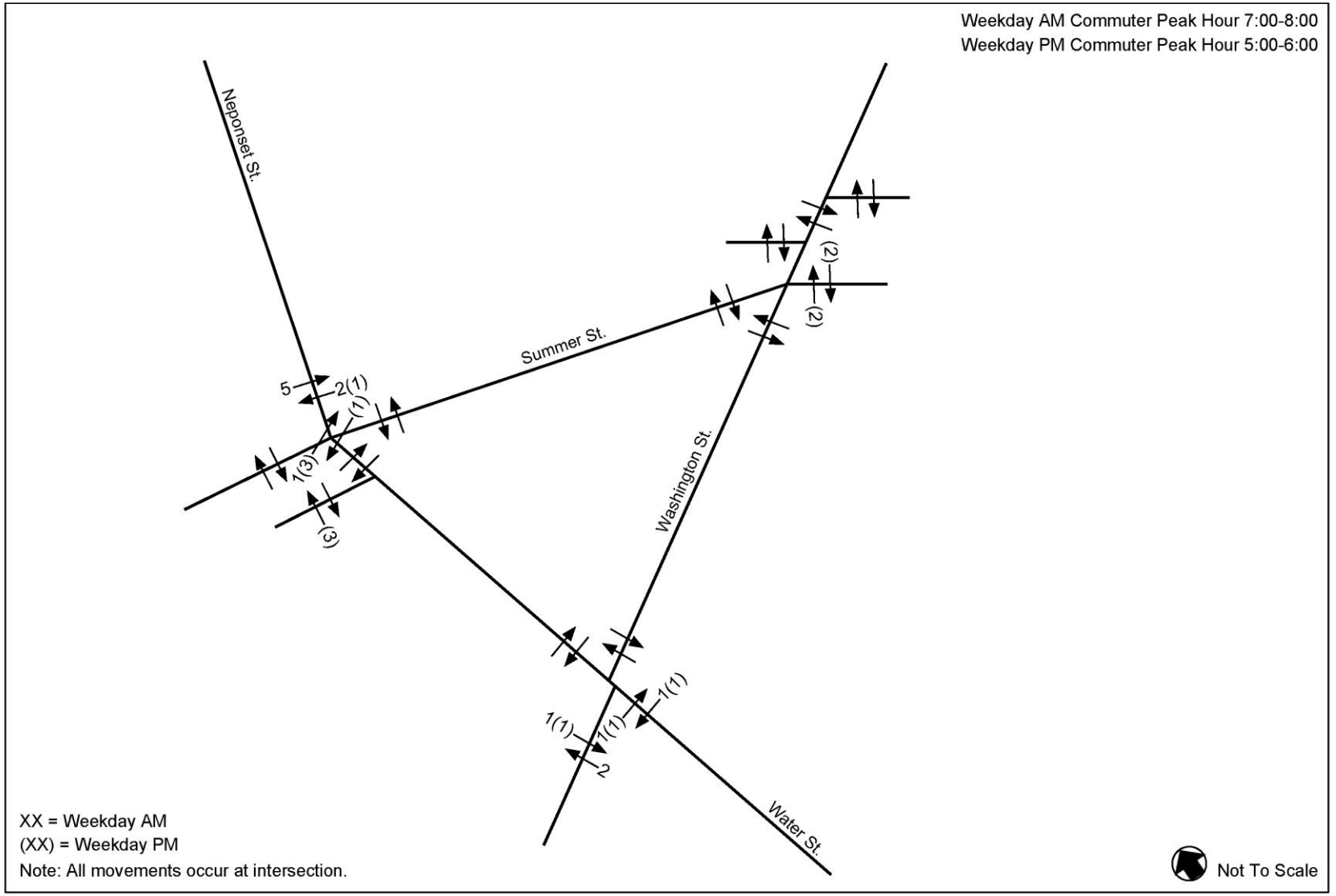
Projected Weekday Morning Conditions




Summer St.
Washington St.
Water St.
5
2(1)
(1)
1(3)
(3)
(2)
(2)
1(1)
1(1)
2
1(1)
ekday AM

September 2019
Pedestrian
Crossings

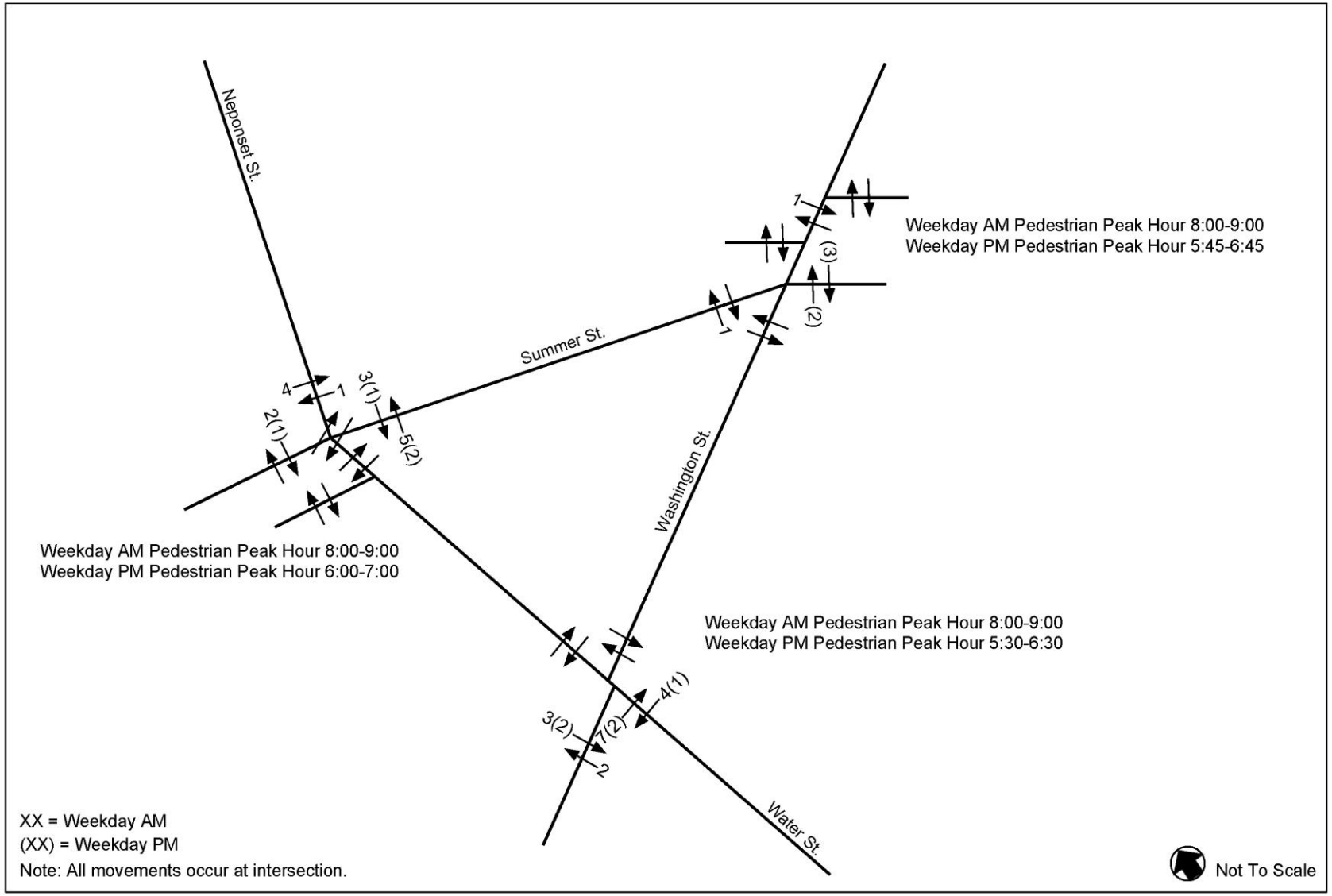
Wednesday
7 am to 8 am
5 pm to 6 pm



Summer Street, Neponset Street, Washington Street and Water Street
Observed Weekday Commuter Peak Hour Pedestrian Volumes
September 2019
Walpole, MA

BAYSIDE ENGINEERING

September 2019 Pedestrian Peak Hour Crossings

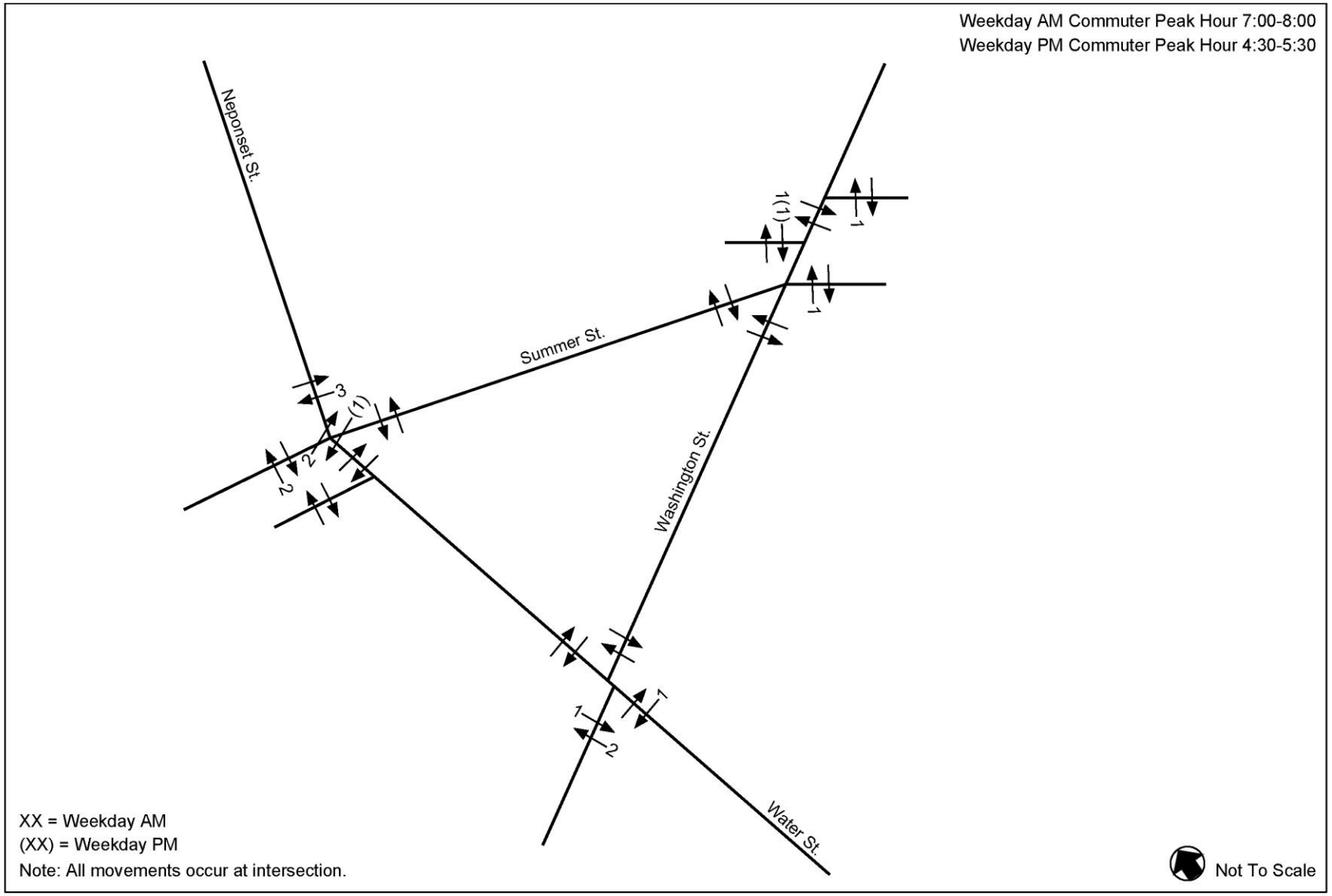


Summer Street, Neponset Street, Washington Street and Water Street
Observed Weekday Pedestrian Peak Hour Pedestrian Volumes
September 2019
Walpole, MA

BAYSIDE ENGINEERING

November 2019 Pedestrian Crossings

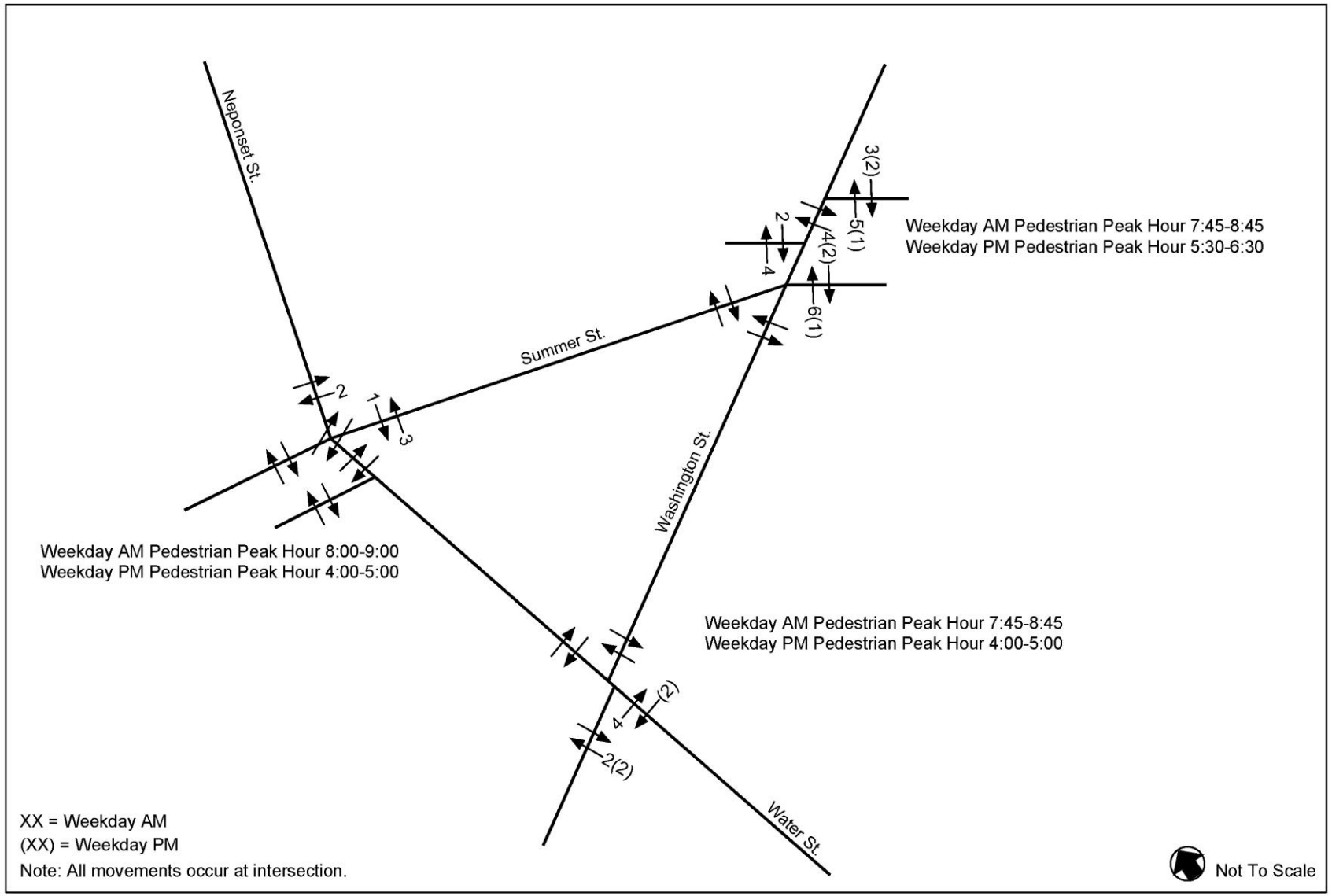
7 am to 8 am
4:30 pm to 5:30 pm



Summer Street, Neponset Street, Washington Street and Water Street
Observed Weekday Commuter Peak Hour Pedestrian Volumes
November 2019
Walpole, MA

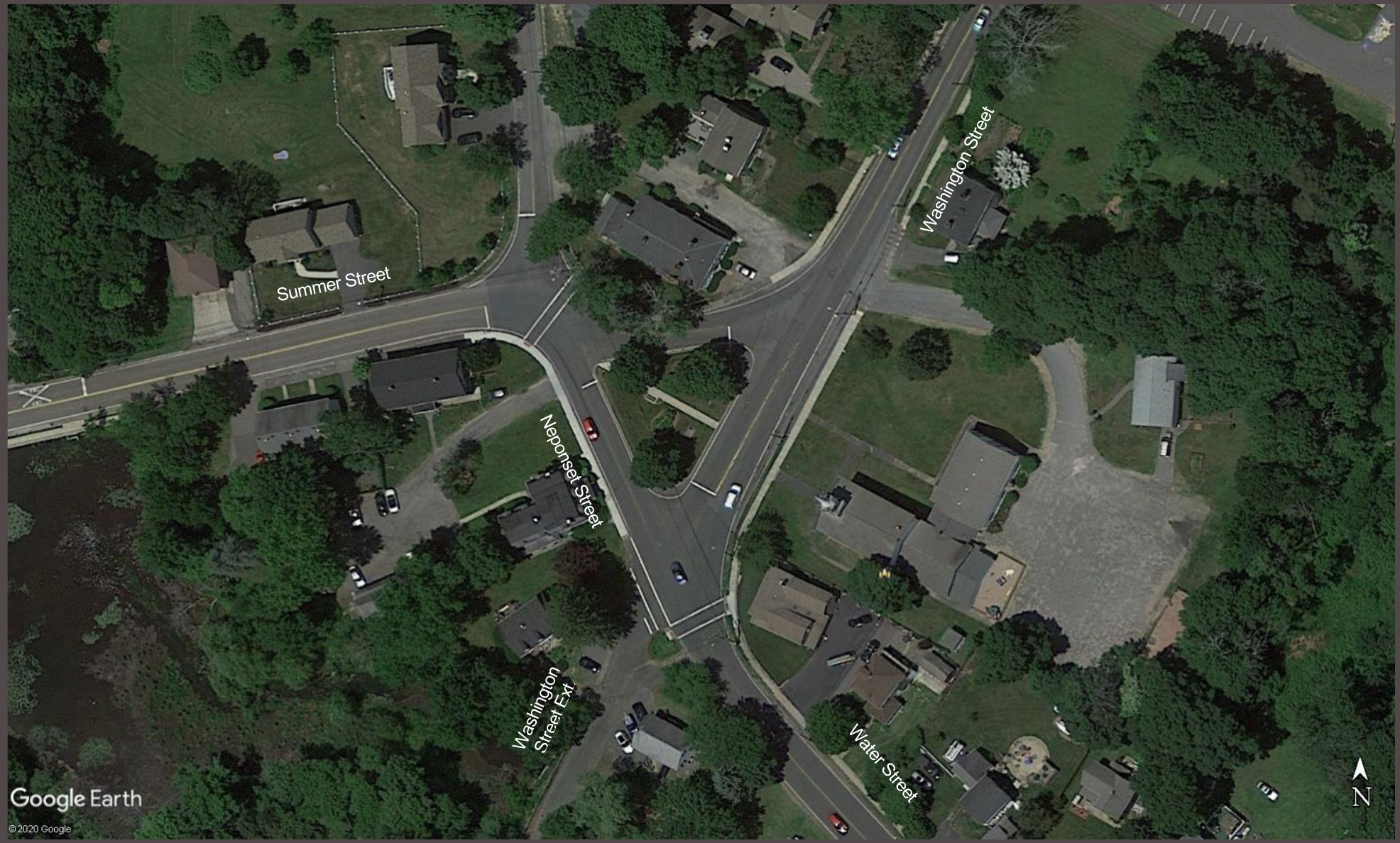
BAYSIDE ENGINEERING

November 2019 Pedestrian Peak Hour Crossings



Summer Street, Neponset Street, Washington Street and Water Street
Observed Weekday Pedestrian Peak Hour Pedestrian Volumes
November 2019
Walpole, MA

BAYSIDE ENGINEERING



Summer Street, Neponset Street, Washington Street and Water Street
Walpole, MA

BAYSIDE ENGINEERING

Potential Offsite Improvements

- Commitment to join the Neponset Valley Transportation Management Association upon occupancy.
- Commit to provide funding of $131,625 on the same per market unit basis as Liberty Station and 95 West Street* toward “offsite infrastructure”
- These funds together with municipal funding could be used to fund the following items within 24 months of the issuance of building permits for the development:
  - A sidewalk along the north side of Summer Street from the railroad crossing to Neponset Street.
  - The installation of a Rectangular Rapid Flashing Beacon (RRFB) at the crosswalk on Washington Street at the Boyden School.
  - Perform Washington Street speed study.
  - Or other priorities mutually agreed upon.

*Liberty Station (150 units) and 95 West Street (192 units) each contributed $100,000 to “Offsite Infrastructure” for an average of $585.00 per market rate unit (Cedars Projects have 225 market rate units).

Questions