

## MEMORANDUM

**TO:** Town of Holliston Select Board  
**FROM:** Bryan Zimolka, PE, ENV SP  
**DATE:** October 23, 2020  
**RE:** 799 Washington Street, Holliston – Select Board Comment Response Letter

On behalf of the Proponent, Nitsch Engineering has prepared a comment response letter addressing the comments from the Town of Holliston Select Board Memorandum to the Zoning Board of Appeals, dated March 16, 2020.

Comment 1: A traffic engineer should review the proposed design.

*Response 1: Nitsch Engineering has been retained by the Proponent to review the proposed design for site circulation, vehicular access, and pedestrian safety. Our recommendations have been given to TAJ Engineering, the site civil engineer.*

Comment 2: Do the proposed conditions, allow for traffic to enter/exit from Washington Street, increase conflict between people walking and vehicles?

*Response 2: The driveway along Washington Street is not proposed to change from the existing condition, however access will be restricted to right in/right out only. A grade separation is proposed along the back of Washington Street sidewalk to provide a physical barrier so vehicles can not drive on the sidewalk to drive around fueling vehicles. In addition, the proposed design extends the raised sidewalk along Green Street and defines the curb cut for vehicle access including customers, employees, and delivery trucks.*

Comment 3: What will the new driveway density be along Washington Street in downtown and should speed limits be slower than 30 MPH?

*Response 3: The new driveway density is not expected to increase from the former use which was also a gas station with the same number of pumps and convenience store size. Therefore, speed reductions are not recommended.*

Comment 4: Is the geometry and size of the two (2) driveways the right size for the turning radius of the delivery trucks accessing the site?

*Response 4: Nitsch Engineering modelled vehicle turning using the industry standard program, AutoTurn, for cars and trucks. The existing driveway along Washington Street and the redesign of the Green Street driveway will provide sufficient width to accommodate all vehicle turns.*

Comment 5: What impact will vehicles entering and exiting Washington Street have on the level of service at the Green/Exchange and Central Street intersections?

*Response 5: As the new gas station is expected to generate the same number of trips as the former gas station, negative impacts are not expected therefore a formal Traffic Impact Analysis was not deemed necessary.*