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January 23, 2017

Ms. Christine M. Brestrup  
Planning Director  
Town of Amherst  
4 Boltwood Avenue  
Amherst, MA 01002

Subject: North Square at the Mill District, Amherst, MA  
Traffic Impact Assessment Peer Review  
Follow-Up Letter

Dear Ms. Brestrup:

CDM Smith is in receipt of response to comment letters dated January 18, 2017 regarding our comments on the Traffic Impact Assessment (TIA) submitted by Vanasse & Associates, Inc. (VAI) and the proposed site plan prepared by HW Moore, Inc. relative to North Square at the Mill District development proposed in Amherst, Massachusetts.

We respectfully request that VAI's written response be clarified with respect to general commentary made by CDM Smith. As noted in our previous letter, it is our opinion that "the TIA has generally been prepared in conformance with industry practice. We have noted minor areas where clarifications are required, miscalculations need to be corrected, or missing information need be provided for further review."

It is VAI's opinion that "None of the comments change the study findings and conclusions and the project can be accommodated within the confines of the existing transportation system."

We offer the following additional comments:

1. With regards to our "Trip Generation" Comment #2, the response does not explain why the percentage of total residential trips using the west site drive varies per peak hour, particularly the weekday evening exiting volume. The two residential parking lots are not connected, and the percentages do not appear valid, since only 44 of the 211 residential parking spaces (21%) are accessible solely via the west site drive; the other 79% of residential spaces are accessible solely via the middle site drive.



Ms. Christine Brestrup

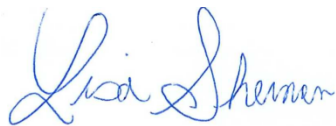
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2. A mitigation timing plan has not been provided for the Saturday peak hour for the intersection of Route 116 at Meadow Street. Per the TIA guidelines, the proponent must assess and offer mitigation measures for each time period that an intersection is expected to experience a LOS degradation because of the development's trips, (regardless of who implements the measures.)
3. With respect to the intersection operations at North Pleasant Street at Meadow Street and Pine Street:
  - a. Per the TIA, 70% of the site generated traffic volume is expected to be processed through this intersection, which amounts to:
    - 104 vehicular trips during the weekday morning
    - 145 during the weekday evening
    - 122 during the Saturday midday peak
  - b. This amounts to a 7-8% traffic volume increase over no-build conditions processed at the intersection. While it is our understanding that the town intends to provide traffic signal equipment upgrades at this location, the timing adjustments identified by the proponent do not appear to fully alleviate the impact of the development; the timing adjustments simply include an addition of time to the cycle lengths, thereby increasing queue lengths on each approach.
4. The proposed crosswalk with accompanying warning signs to the PVTA bus stop on the north side of Cows Road is not shown on the site plan.

Should you have any questions or comments, please do not hesitate to contact Michael Pezzullo or me at 401-751-5360.

Very truly yours,

A handwritten signature in blue ink that reads "Lisa D. Sherman".

Lisa D. Sherman, P.E., PTOE  
Project Manager  
CDM Smith, Inc.

cc: Michael Pezzullo, CDM Smith