

**CITY OF BEVERLY, MASSACHUSETTS
BEVERLY PLANNING BOARD
FORM C**

**DEFINITIVE PLAN
APPLICATION FOR APPROVAL OF A DEFINITIVE PLAN
OR MODIFICATION OF DEFINITIVE PLAN
*(please type or print clearly)***

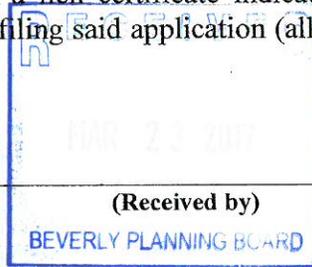
File one completed form with the Beverly Planning Board together with the originals, one reproducible copy and twelve (12) copies of the plan in question, ten (10) additional copies of plans, size 11" x 17", and file a copy of Form C with the City Clerk in accordance with Section III, C-1. Also file an electronic copy (PDF preferred) of all material by application deadline. See attached "Regulations Governing Fees and Fee Schedules."

See Form R for applicant signature information.
This form is to be accompanied by Forms D and E.

The petitioner is required to bring to the Board a lien certificate indicating that there is no indebtedness to the City of Beverly at the time of filing said application (allow 10 business days for issuance of certificate).

March 23, 2017 20

(Date of Filing)



(Received by)

To the Beverly Planning Board:

The undersigned, being present record owner of all land included within a proposed subdivision shown on the accompanying plan entitled

Definitive Plan - Trask Lane Section: _____ Sheets: 6

by Hayes Engineering, Inc. dated: January 12, 2017

Being land bounded as follows: Westerly by the Danvers Town Line, Northerly by various abutters, Easterly by City of Beverly Golf Course, Southerly by various abutters, all as shown on said Plan.

Hereby submits said plan as a DEFINITIVE Subdivision Plan in accordance with the Rules and Regulations of the Beverly Planning Board and makes application to the Board of Approval of said plan.

The undersigned's title to said land is derived from USM Corporation and Lawrence L. Reeve

By deed^S dated 9/15/1971 and recorded in the Essex South District Registry of Deeds Book 5803 Page 139&156 registered in the Essex South District Land Court, Certificate of Title No. 41446 and shown on City of Beverly Assessor's Map

Number: 28 Parcels: 126 and said land is free of encumbrances except for the following:

Easements on LC Plan 25690-1, 6449/161, 16355/378 and LC Doc. No. 369520, various Easements on PB 172, Pl. 97., 6449/146, 200' Buffer on PB 172, Pl. 97.

Said plan has (X) has not () evolved from a Preliminary Plan submitted to the Board on September 30, 2016 and ~~approved~~ ~~(==)~~ ~~with modifications~~ ~~(==)~~ ~~disapproved~~ ~~(=)~~ on 2016 which received a "No Vote" action on November 15, 2016.

Total Area of Land: 80+/- Acres

The undersigned hereby applies for the approval of said DEFINITIVE Plan by the Board and in furtherance thereof hereby agrees to abide by the Board's Rules and Regulations. The undersigned hereby further covenants and agrees with the City of Beverly upon approval of said DEFINITIVE Plan by the Board:

1. To install utilities in accordance with the Rules and Regulations of the Beverly Planning Board, the Public Works Department, Fire Department and Police Department and all general as well as Zoning Ordinances of said City, as are applicable to the installation of utilities within the limits of ways and streets;
2. To complete and construct the street or ways shown thereon in accordance with Section V of the Rules and Regulations of the Beverly Planning Board and the approved DEFINITIVE plan, profiles and cross sections of the same. Said plan, profiles, cross sections and construction specifications are specifically, by reference, incorporated herein and made a part of this application. This application and the covenants and agreements herein shall be binding upon all heirs, executors, administrators, successors, grantees of the whole part of said land, and assigns of the undersigned; and
3. To complete the aforesaid installations and construction within two (2) years from the date of approval.

Has the person, corporation, or other legal entity making this application ever, within the ten (10) years preceding the date of this application:

1. Been convicted of a crime related to the construction or development of real property?
Yes _____ or No X

2. Suffered the suspension or revocation of any construction or development related permit or license?

Yes _____ or No X _____

3. Been subjected to a fine or other penalty for any construction or development related offense?

Yes _____ or No X _____

If the answer to any of the above questions above is "yes", any member of the Beverly City Council may request that the applicant explain the circumstances of any such conviction, suspension, revocation, fine, or penalty at a public hearing called for that purpose in accordance with City Council Order #14 of 1999.

Name of Applicant (please print) Abbott L. Reeve and J. Stanley Reeve, Trustees of Folly Hill Associates Trust

Signature of Applicant by: [Handwritten Signature]
Mark B. Glovsky, their Attorney

Address: 8 Washington Street, Beverly, MA 01915

Name of Owner if not the Applicant (please print) _____

Signature of Owner if not the Applicant: _____

Address: _____



(FOR OFFICE USE ONLY)

Action taken: _____

(date)

Signed: _____

Date and action of Board of Health: _____

REQUESTED WAIVERS

Definitive Plan, Trask Lane, Beverly, MA
by Hayes Engineering, Inc., dated January 12, 2017

March 20, 2017

Section III.C.Z Plan Contents

- (d) the requirement to show trees 6" in caliper, as the site is heavily wooded.
- (m) street address, as building sites are not yet determined.
- (o) bench marks, as the topography was by aerial survey; and
water table information, as no test pits were conducted.



Memorandum

To: Abbott L. Reeve and J. Stanley Reeve
Folly Hill Associates Trust
15 Washington Street
Manchester-by-the-Sea, MA 01944

Date: March 21, 2017

Project #: 13780.00

From: Vinod Kalikiri, PE, PTOE

Re: Folly Hill Residential Development
Trask Lane, Beverly, Massachusetts

Sight Distance Memorandum

This memorandum summarizes VHB's review of the current conditions of Trask Lane which will serve as the primary access to/from Route 128 (Yankee Division Highway) for a proposed residential development at Folly Hill in Beverly, Massachusetts and the sight distance analysis performed at the intersection of Route 128 Northbound/Trask Lane.

Route 128 is a four-lane divided, limited access highway, in a general north-south orientation, and under the jurisdiction of the Massachusetts Department of Transportation (MassDOT). The posted speed limit is 55 miles per hour (mph) for the southbound travel lanes and 45 mph for the northbound travel lanes. Trask Lane intersects Route 128 from the south and the north to form two unsignalized intersections. The focus of this review is the southerly leg of Trask Lane that will serve the future residential development in Beverly. Automatic traffic recorder counts conducted in January 2017 indicates that the daily traffic on Route 128 Northbound is approximately 35,700 vehicles per day. Approximately the same volume of daily traffic was also observed in the southbound direction of Route 128. Peak hour traffic represents seven to 10 percent of the daily traffic in the northbound and southbound directions.

Starting at its intersection with Route 128 in Danvers, and for approximately 870 feet to the south (up to the Danvers/Beverly townline) Trask Lane is a two-lane public street, under the jurisdiction of the Town of Danvers. South of the Danvers/Beverly townline, and within the City of Beverly, the roadway continues to maintain a two-lane configuration but is currently privately owned and primarily serves the existing Folly Hill apartments. The paved section of Trask Lane ends approximately 1,700 feet south of the Danvers/Beverly townline. There are no posted speed limit signs on the private section of Trask Lane. Center line pavement markings on the roadway exist only on the public section of the roadway in Danvers. The private section of the roadway in Beverly, characterized by horizontal and vertical curves, serves residential buildings primarily on the east side of the roadway. Field observation indicated that the roadway has bituminous curb on both sides. No continuous sidewalks were observed along the roadway. Total paved width in Beverly ranges from approximately 28 feet to 30 feet.

The intersection of Route 128 northbound and Trask Lane is unsignalized and there is no traffic related signage facing vehicles exiting Trask Lane. An approximately 775-foot deceleration lane and an approximately 850-foot acceleration lane exist on Route 128 to accommodate vehicles turning into and out of Trask Lane. Under current conditions, a total of approximately 330 vehicles per hour turn into and out of Trask Lane from/to Route 128 Northbound (approximately 40 percent in and 60 percent out) during each of the weekday morning and evening commute peak hours, respectively.

101 Walnut Street
PO Box 9151
Watertown, MA 02472
P 617.924.1770

Sight Distance Analysis

A sight distance analysis, in conformance with guidelines of the American Association of State Highway and Transportation Officials (AASHTO)¹, was performed at the intersection of Trask Lane/Route 128 Northbound.

Stopping Sight Distance (SSD) is the distance required for a vehicle approaching an intersection to perceive, react and come to a complete stop before colliding with an object in the road, in this case the exiting vehicle from Trask Lane. In this respect, SSD can be considered as the minimum visibility criterion for the safe operation of an unsignalized intersection.

ISD is based on the time required for perception, reaction and completion of the desired critical exiting maneuver (in this case, a right turn) once the driver on a minor street approach (i.e., Trask Lane) decides to execute the maneuver. For the subject intersection, calculation for the critical ISD includes the time to (1) turn right and (2) accelerate to the operating speed on Route 128 without causing approaching vehicles on the main road to unduly reduce their speed. In this context, ISD can be considered as a desirable visibility criterion for the safe operation of an unsignalized intersection.

To calculate the SSD and ISD at the Trask Lane intersection, VHB used a 50-mph speed (5 mph greater than the posted speed limit on Route 128). Table 1 summarizes the sight distance analysis.

Table 1: Sight Distance Summary

| Location | Stopping Sight Distance (feet) | | Intersection Sight Distance (feet) | |
|---|--------------------------------|-----------------------|------------------------------------|-----------------------|
| | Required ^a | Measured ^b | Desirable ^a | Measured ^b |
| Trask Lane at Route 128 Northbound To/From the South | 425' | 1,950' | 490' | 1,950' |

- a. Based on guidelines established in AASHTO Guidelines for a 50-mph speed which was calculated as 5 mph over the posted speed limit of the roadway
- b. Field measurements by VHB

While the presence of the acceleration lane for traffic turning right from Trask Lane obviates the need to maintain calculated sight distances values (which are based on an assumption of no acceleration lanes), the field observations indicate that observed sight distances along Route 128 near the Trask Lane intersection far exceed the calculated values based on AASHTO guidelines.

¹ A Policy on the Geometric Design of Highways and Streets; American Association of State Highway and Transportation Officials; Washington, D.C.; 2004.