

Diane Trovato
11 Executive Dr. Unit 111
Stoneham, MA 02180

Stoneham Board of Appeal
c/o Maria Sagarino,
Town Clerk Town Hall,
35 Central Street Stoneham, MA 02180

Re: Residences at Spot Pond, 5 Woodland Rd

Dear Stoneham Board of Appeal:

As an abutter to the new development, I have some concerns reviewing comments from the independent reviews that I'd like to comment on and receive answers. Just my thought.

While I am not a fan of such a huge development of 378 units, I feel this is too big and it needs to be scaled back to around 275-300 units. As an engineer, these changes CAN be done. The need to have them done will be determined by you. You need to consider all the people who have brought things to light for various reason.

Asking for waivers about parking, front setbacks footage, 10% max exceeded for road grade, max lot coverage etc should be telling you **THE PROJECT WAS NOT PROPERLY PLANNED AND NEEDS TO BE REDUCED.**

The board should also be aware that there was an agreement, between the property owners and the town that no other housing would be put on this land when Sterling Hill was being put up. We all knew about Alta Clara. It was an agreement we were all told. As a taxpayer I wish my local government officials would respect this agreement and enforce it. See attached paperwork registered with the state.

While preliminary reviewer, the abutters, environmentalist, the town planner, friends of the Fells, etc are telling you indirectly - there is no GREEN SPACE shown and the only green space they want use for parking to accommodate the project if needed but for now leave it alone. There needs to be a LEGAL AGREEMENT, not a verbal **IF WE NEED IT LATER WE WILL TAKE IT** about the current green space that is one of the many things highlighted by many and should be resolved prior to this project being approved.

The reality is this.

- People who will be moving in will be middle class professionals
- Families that do occupy 3 bedroom units will be there with kids under school age or families with high school aged children with their own cars (adding to 3 car families per unit).
- 3 bedroom units could also be occupied by 3 professionals, each with their own car
- 2 bedroom apartments will be with 2 professional, each with their own car
- Most middle class workers will have work vans/larger vehicles that will be taking up more than one parking spot
- There will be many overnight guests, thus requiring more parking spots

- There are commuters who currently park in the hospital parking area and take the bus to Wellington avoiding the parking charge at the MBTA
- Currently 60 parking spaces identified as **non-exclusive** are used by many hikers/dog walkers who access the Fells thru a hole in the fence so there are not 60 dedicated spaces the developer is claiming as parking for the development.
- There will be additional foot traffic to this fence to Fells access making unsafe roadways
- Where are the beloved Canada Geese going to graze since the 10 acres of hospital land will now be concrete
- The whole parking layout of the proposed apartment complex is terrible. If I were renting at ~\$3000 a month, do I want to walk thru the medical building parking lot to get to my area to park? I think there will be issues with that.

DAVIS SQUARE ARCHITECTS:

One of the first comments they make is that their report was “preliminary” since they are requested additional information.

- Will this be public information and will we be able to review and comment once the final reports are submitted?

They never saw any letters from the public or have heard comments from the March 20, 2024 meeting. In the very first page of their review they state: Communications from Citizenry none received or reviewed.

- Will they see all the documents from abutters, Friends of Fells, neighbors, etc on file?

At the meeting in Jan 2024 meeting, it was decided that the Engineer, traffic engineer and Architect independent reviewers would communicate, eliminating any issues with their review. To an outsider and someone who has been a reviewer in the industry this usually means the lead, in this case I would think the developer, would have a set up a meeting and discuss any missing documentation, needs, etc. This did not happen. I then read the architect just come and walked around, to where they had access to (which isn't much since most of the area is fenced off).

Missing from the plans were garbage bin locations, loading docks, generators for the buildings, maintenance equipment, bicycle racks, EV charging stations, mail/parcel locations, location for school buses drop off/pick up, ride sharing, play ground areas for families, etc. There has not been any renovations to the documentation but I hope we all will be allowed to re-review and comment once the revisions are incorporated.

I'm not sure where the EXIT/ENTRANCE points to this complex? How will people be getting to the parking spots? The bus? The pool? From in between the two building and the front?

MCKENZIE Engineering Group

This was a very well written report with facts sighted, and presented with the needs to the project. They should respond to every item and a final report will be interesting to read once a complete review with all documentation is presented and the reviewer can do a thorough job.

Their findings of undersized pipes, hydrant issues, drainage reports, etc were things that need to be addressed and processed correctly.

Vanasse & Associates Inc.

Data is data. Statistic is driving the report but the report can be manipulated and shown to make you believe in Santa Claus. The reality of this report:

- Traffic demand is going to stink and will only be worse when adding 600 more cars on the road.
- As a resident of Stoneham you know if you need to get anywhere between 6:30-9:30am or 3-6pm you need to allow 30 extra minutes.
- This report was snapshot in time. Just done at no particular time. Was the impact to traffic and parking taken into account when:
 - ZOO LIGHTS, ALES AND TALES, Wedding Rentals, Corporate Event, School breaks, etc
 - Flint public Skating, Youth Hockey, Ice Rental, etc
 - Friends of the Fells anniversary events, Babes in the woods, Women Morning walks, Annual gathering, guided tours, etc
 - DCR boating, kayak or canoe, mountain biking, hiking, fishing, educational programs
 - When there are cars parked all along the Fells on the first beautiful day and there is no parking to be found.
- Relocating the MBTA stop with the shelter is a great idea except the bus site idle, the driver will have the bus running for heat or AC because it's not a continuous route. It waits and idles and I do not want to hear the bus motor running from my window at 10pm. Keep it where it is – away from the Condominiums.
- Their idea to hire a Transportation Demand Manager is unrealistic (and short lived career). They also suggest having a transit screen in their lobby to display real time traffic and bus information. The bus shed and stop should be located on that land so people could look at the display and know where the bus is.

What I find particularly disturbing is:

Based on a review of parking demand data available from the ITE for multifamily residential communities in a similar setting, we would suggest that consideration be given to delaying the construction of the 82 space surface parking lot that is proposed to the east of the Life Care Center of Stoneham and “reserve” (design for but not construct) this area for future parking, if necessary, based on tenant demands as the Project is leased. Reserving but not constructing these parking spaces would reduce the initially constructed parking supply to 597 parking spaces, or a parking ratio of 1.58 parking spaces per unit, which continues to exceed the ITE average peak parking demand ratio for a multifamily residential development.

I ask the board:

- Who will determine the need?
- Who will justify it?
- Who will know about it once this project gets underway?

Per Section 6.3 of the Stoneham Zoning Bylaws, the parking requirement for a residential use greater than a two family is 1.7 spaces per dwelling unit. Not 1.58 which is sooooooooooooo close to 1.6 but

still not 1.7 as dictated by the law. Why are we making provision? Follow the rules – they are in place for a reason.

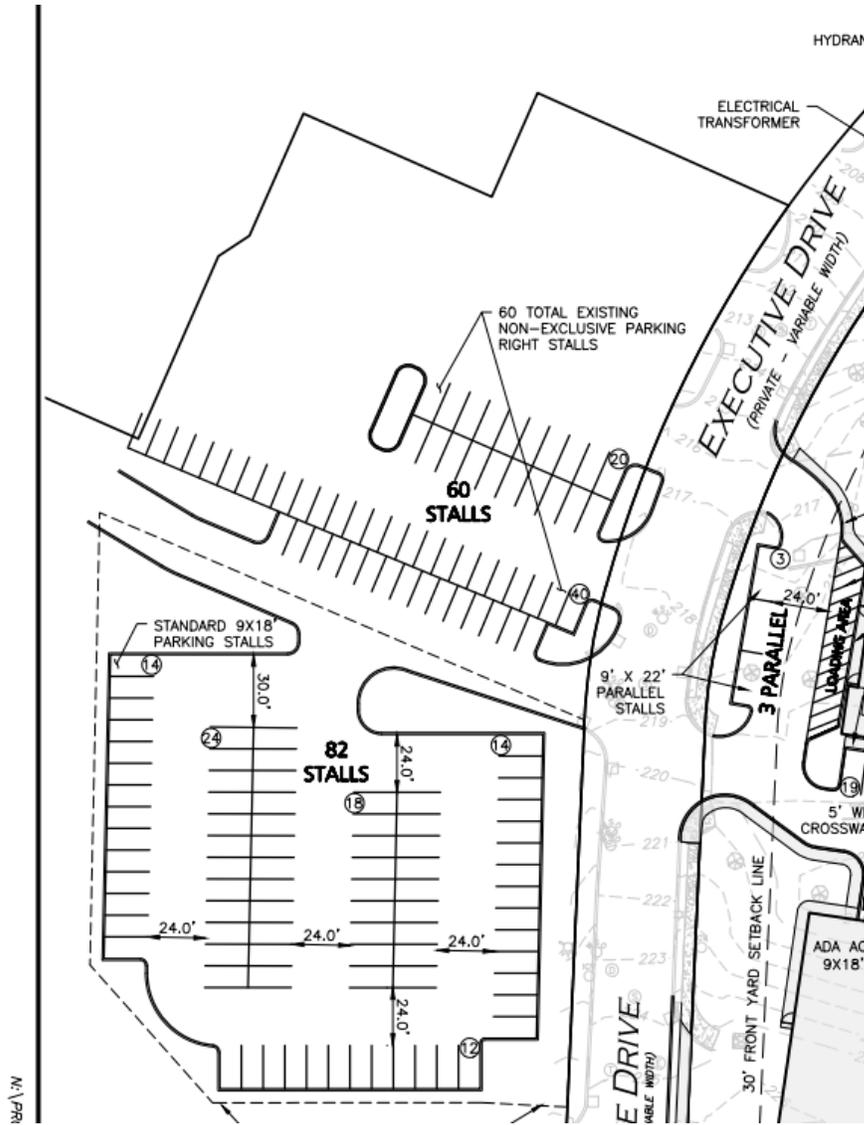
The project is too big and will not accommodate the ‘real’ situation, not the statistical data that is being manipulating for you to believe.

Not so long ago, late summer, there was a fire behind the Life care Center and I saw the firefighters with hoses running from the corner of the old medical center across Executive Drive into the woods. If they did not have working accessible hydrants what would of happened? This area needs good water pressure and access to get to the woods. With 378 new units, will the water pressure meet the demand? Currently, the Montvale Ave Condos have not opened because of water pressure issues (from what I heard).

I am only one voice and I know there are many who have approached the board with various insight. Everyone has a reason for speaking up and some people won’t speak up because they know the project will happen. I am in agreement, it will go up. The problem is its too big and the lack of green space, parking and additional traffic will be taxing and not good for the environment.

Thanks for listening,
Diane

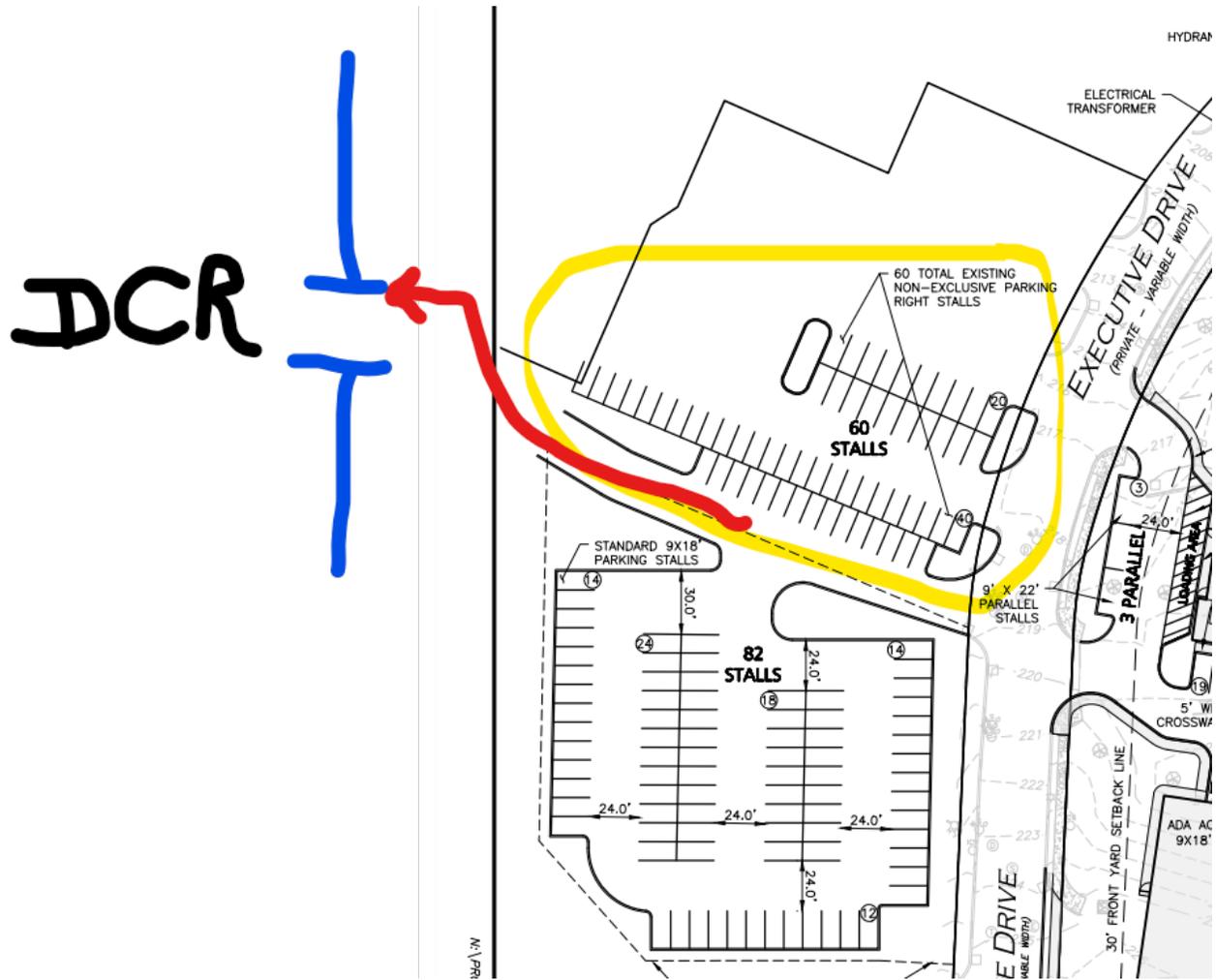
This is the area that is shown on all MAPS (legal documents) as **non-exclusive parking**. Has the board taken a ride and visually looked at these spots? I never see these spots empty. There is equipment, cars, a trailer, a community bus, etc on this land. The 60 spots should not be as 'usable' spots and who will be enforcing the parking in these spots?



This is where many dog walker, hikers, kids who party at night in the woods park all year long. The red arrow shows they walk up Executive Drive. The blue marker shows the “HOLE” in the fence is that DCR refuses to fix since the same people are cutting the fence so the friends of the Fells can walk to the woods. This will INCREASE on 600 people move into the apartments.

For 5 years the condos have had people cutting thru our land to get out of the woods. We have reduced this cut thru by putting up a fence at our expense. We also have people cutting thru our back yard to get to the Alta Clara Apartments or to get to the Executive Drive walkway back to the NON-EXCLUSIVE parking.

Let me ask you – do you like people cutting thru your back yard? Do you like hearing kids at 1am in the summer walking thru making noise, figuring out they can't get thru the fence and making additional noise? More people, less parking, more problems.



Cutting across the Medical Building or Art Center Parking lot (see red arrow)

