

Ref: 9930

April 8, 2024

Mr. Tobin Shulman, Chair
Board of Appeals
Town of Stoneham
35 Central Street, Basement Level
Stoneham, MA 02180

Re: 2nd Traffic Engineering Peer Review
The Residences at Spot Pond – 5 Woodland Road
Stoneham, Massachusetts

Dear Chair Shulman and Members of the Board of Appeals:

Vanasse & Associates, Inc. (VAI) has completed a review of the supplemental materials that have been submitted on behalf of Fellsway Development, LLC c/o The Gutierrez Company (the “Applicant”) in support of the proposed multifamily residential development to be known as The Residences at Spot Pond and located at 5 Woodland Road in Stoneham, Massachusetts (hereafter referred to as the “Project”). The materials that are the subject of this 2nd review were prepared in response to the comments that were raised in our February 21, 2024 Traffic Engineering Peer Review letter and consisted of a letter prepared by Langan Engineering & Environmental Services, Inc. (Langan) dated April 5, 2024.

Based on our review of the subject materials and pending receipt of the revised Site Plans, Langan has been responsive to the comments that were raised in our February 21, 2024. For reference, listed below are the comments that were identified in our letter followed by a summary of the information submitted on behalf of the Applicant, with additional comments indicated in **bolded** text for identification.

November 2023 Traffic Impact Assessment (TIA)

Comment T1: Based on discussions with the Director of Planning & Community Development, it is our understanding that the Massachusetts Bay Transportation Authority (MBTA) has indicated that the route for the Route 99 bus will be redirected along Executive Drive to travel in a counterclockwise direction with a new bus stop to be located along the south side of Executive Drive opposite the Project site at the location that is proposed for a new 82 space surface parking lot. We would suggest that consideration be given to constructing a bus stop with a shelter at the new bus stop location and that the proposed surface parking lot be “land banked” and not constructed unless the observed parking demands demonstrate the need for the additional parking.

Langan Response: The Applicant is open to relocating the MBTA bus stop and will work with the Town and the MBTA to identify acceptable locations for stop(s) and a shelter. The Applicant is also amenable to land banking parking. **Comment resolved.**

Comment T2: Given that the Woodland Road/Pond Street intersection has been identified as high crash location and acknowledging that there are planned future improvements that will serve to enhance safety at the intersection, we would recommend a motor vehicle collision diagram be prepared for the intersection and that recommendations be provided to address the identified crash patterns that can be implemented as a part of the Project subject to receipt of all necessary rights, permits and approvals. It is expected that these improvements would be limited to sign and pavement marking enhancements.

Langan Response: As a condition of the approval of the Project, the Applicant agrees to provide an engineering study for the Woodland Road/Pond Street intersection to include preparing a motor vehicle collision diagram and identifying near-term sign and pavement marking improvements to enhance safety.

We recommend that this commitment be a condition of any approvals that may be granted for the Project and that the engineering study be completed prior to the issuance of any Certificate of Occupancy for the Project. To the extent that the Applicant will not be constructing the recommended improvements, it is suggested that the Applicant's engineer determine the value of the recommended improvements (design and construction) and that the Applicant provide funds to the Town in the amount of the determined value for use in completing safety improvements at the subject intersection or at an alternate location that is impacted by the Project.

Comment T3: We would suggest consideration of advancement of the following improvements as a part of the Project, which are commensurate with the predicted impact of the Project on the transportation infrastructure and are focused on safety and encouraging the use of alternative modes of transportation to single-occupancy vehicles:

1. *Implement safety-related improvements at the Woodland Road/Pond Street intersection that should be informed by the preparation of a motor vehicle collision diagram for the intersection and limited to the installation of signs and pavement markings subject to receipt of all necessary rights, permits and approvals; and*
2. *Implement a Transportation Demand Management (TDM) program that is inclusive of the following elements:*
 - *Assign a transportation coordinator for the Project who may also have other responsibilities to coordinate the TDM program;*
 - *Information regarding public transportation services should be made available to residents and include maps, schedules and fare information;*



- *A “welcome packet” should be provided to new residents providing the name and contact information for the transportation coordinator and detailing available public transportation services, bicycle and walking alternatives, and other commuting options;*
- *Work-at-home accommodations should be included within Project, and may take the form of meeting space and a business office in the common area;*
- *Make best efforts to coordinate with a carshare provider to locate two (2) carshare vehicles at the Project site for use by residents of the Project;*
- *Secure bicycle parking should be provided consisting of both weather protected bicycle parking and exterior bicycle racks; and*
- *A transit screen or other equivalent display will be provided in the primary building lobby to display real-time traffic and bus location information (similar to <https://transitscreen.com/>).*

Langan Response: The Applicant has agreed to undertake an engineering study for the Woodland Road/Pond Street intersection to identify near term safety improvements as described in response to Comment T2 and will implement a TDM program inclusive of the suggested measures.

These commitments should be a condition of any approvals that may be granted for the Project, with the engineering study and safety improvements to be advanced as recommended under Comment T2.

Site Plans

Comment S1: The sight triangle areas for the Project site driveways should be shown on the Site Plans along with a note to indicate: “Signs, landscaping and other features located within sight triangle areas shall be designed, installed, and maintained so as not to exceed 2.5-feet in height. Snow accumulation (windrows) located within sight triangle areas that exceed 3.5-feet in height or that would otherwise inhibit sight lines shall be promptly removed.”

Langan Response: The sight triangle areas and requested note will be added to the Site Plans.

Comment resolved pending receipt of the revised Site Plans.

Comment S2: A narrative should be provided describing how tenant moves will be accommodated and trash/recycling managed, including the scheduling of such activities and where they will occur within the Project site.

Langan Response: The Site Plans will be revised to show designated loading/delivery areas for each building. Tenants will coordinate moves with the management office.



Trash/recycling will be collected within each building and will be picked-up in the loading/delivery areas.

Comment resolved pending receipt of the revised Site Plans.

Comment S3: A loading area for deliveries and rideshare vehicles should be provided for "Building B" (similar to the accommodation shown for "Building A").

Langan Response: The Site Plans will be revised to show a designated loading area for Building B.

Comment resolved pending receipt of the revised Site Plans.

Comment S4: The single-yellow centerlines should be changed to double-yellow centerlines.

Langan Response: The Site Plans will be revised to show double-yellow centerlines.

Comment resolved pending receipt of the revised Site Plans.

Comment S5: Interior, weather protected bicycle parking should be provided in each building that is convenient to a pedestrian or vehicle entrance to the buildings. In addition, exterior bicycle racks should be located proximate to each building entrance.

Langan Response: The Applicant will consider the addition of protected bicycle parking for each building.

We recommend that provision of secure, weather protected bicycle parking be provided in each building and that exterior bicycle racks also be provided. The location of the bicycle parking should be shown on the Site Plans.

Comment S6: A leveling area that should not exceed 2 percent for a minimum distance of 25 feet should be provided approaching Executive Drive for the driveway that is located to the immediate north of "Building B".

Langan Response: The Site Plans will be revised to provide a leveling area as requested.

Comment resolved pending receipt of the revised Site Plans.

Comment S7: The grade of the fire department access to the east of "Building B" is identified as 14.9 percent, which exceeds the 10 percent maximum grade specified in 527 CMR 1.05 c. 18 §18.2.3.5.6.1. We defer to the Fire Chief as to the adequacy of this access for use by emergency vehicles.

Langan Response: The Site Plans will be revised to reduce the grade of the fire department access road to not exceed 10 percent.

Comment resolved pending receipt of the revised Site Plans.



Parking

Comment P1: Based on a review of parking demand data available from the Institute of Transportation Engineers (ITE)¹ 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.

Langan Response: The Applicant is amenable to land banking parking. **Comment resolved.**

Comment P2: Consideration should be given to designating two (2) parking spaces proximate to each building entrance as short-term (10-minute) parking for rideshare providers and deliveries.

Langan Response: Rideshare and delivery vehicles will be able to use the loading areas that will be established for each building.

Comment resolved pending receipt of the revised Site Plans.

This concludes our review of the materials that have been submitted in support of the Project. If you should have any questions regarding our review, please feel free to contact me.

Sincerely,

VANASSE & ASSOCIATES, INC.



Jeffrey S. Dirk, P.E., PTOE, FITE
Managing Partner

Professional Engineer in CT, MA, ME, NH, RI and VA

JSD/jsd

¹*Parking Generation Manual*, 6th Edition; Institute of Transportation Engineers; Washington D.C.; October 2023.

