

April 5, 2024

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

**Re: Traffic Engineering Peer Review: Comment Response  
The Residences at Spot Pond – 5 Woodland Road  
Stoneham, MA  
Langan Project No. : 151032901**

Dear Chair Shulman and Members of the Board of Appeals:

On behalf of Fellsway Development LLC, Langan is please to submit our response to the comments provided by Vanasse and Associates, Inc (VAI) in their letter of February 21, 2024 for the proposed The Residences at Spot Pond located at 5 Woodland Road in Stoneham, Massachusetts. We have restated the original comments for ease of review. Our responses are in **bold**.

## **PEER REVIEW COMMENTS**

### **November 2023 TIA Comments**

#### **Existing Conditions**

Comment: This study area includes all intersections where the Project is predicted to result in an increase in peak hour traffic volumes by: a) five (5) percent or more, or b) by more than 100 vehicles per hour.

**COMMENT RESPONSE: Agreed. No further response necessary.**

#### **Traffic Volumes and Data Collection**

Comment: The data collection effort and seasonal adjustment were completed following accepted standards.

We note that MassDOT no longer requires pandemic-related adjustment of traffic counts performed after March 2022 except in locations where the predominant land use consists of offices or similar uses. Given that the predominant land use within the study area consists primarily of residential properties, a pandemic-related adjustment was not applied to the traffic count data.

**COMMENT RESPONSE: Agreed. No further response necessary.**

### **Pedestrian and Bicycle Facilities**

Comment: The Project site is well situated to take advantage of the existing and proposed pedestrian and bicycle infrastructure.

**COMMENT RESPONSE: Agreed. No further response necessary.**

### **Public Transportation**

Comment: The Project site is well situated to take advantage of the existing public transportation services operated by the MBTA.

**COMMENT RESPONSE: Agreed. No further response necessary.**

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.

**COMMENT RESPONSE: Acknowledged. The applicant is open to relocating the bus stop and will work with the Town and MBTA to identify the acceptable locations for stop(s) and a shelter. With regard to 82-space parking lot, the applicant is amenable to land banking the parking spaces and only building if the spaces are required or needed.**

### **Motor Vehicle Crash Summary**

Comment: The motor vehicle crash analysis was completed following accepted standards and we agree with the findings of the analysis.

A review of the MassDOT high crash location database indicates that there are no (0) Highway Safety Improvement Program (HSIP) eligible locations within the study area. To the east of the study area, the Pond Street/Fellsway East/Lynn Fells Parkway intersection is listed as a high crash location for the 2018-2020 reporting period and HSIP eligible and is also included as a “Top 200” high crash location within the Commonwealth (No. 103).

**COMMENT RESPONSE: Acknowledged.**

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.

**COMMENT RESPONSE: Acknowledged. As a condition of approval, the applicant agrees to provide an engineering study for the Woodland Road / Pond Street intersection including a motor vehicle collision diagram and identifying near-term**

**signage and pavement marking improvements that could help improve safety at this location. The results of the evaluation will be provided to the Town.**

### **Future Conditions**

Comment: We agree with the methodology that was used to develop the future No-Build condition traffic volume projections, including the background traffic growth rate (1.0 percent) and the inclusion of trips associated with the identified specific development project by others (none identified).

**COMMENT RESPONSE: Agreed. No further response necessary.**

### **Build Conditions**

Comment: We agree with the methodology that was used to develop the traffic characteristics of the Project and the resulting values, as well as the trip distribution pattern that was used to assign Project-related traffic to the study area roadways and intersections.

**COMMENT RESPONSE: Agreed. No further response necessary.**

### **Traffic Operations Analysis**

Comment: We are in general agreement with the methodology that was used to complete the traffic operations analysis and the associated results.

**COMMENT RESPONSE: Agreed. No further response necessary.**

### **Sight Distance**

Comment: We are in agreement with the sight distance evaluation and the conclusion that the available sight lines exceed the recommended minimum sight distance for safe operation of the intersection.

**COMMENT RESPONSE: Agreed. No further response necessary.**

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/>).

**COMMENT RESPONSE: Acknowledged. As noted above, as a condition of approval, the applicant agrees to provide an engineering study for the Woodland Road / Pond Street intersection to include a motor vehicle collision diagram and to identify, for the Town's consideration, near-term signage and pavement marking improvements that could help improve safety at this location. In addition, the applicant agrees to implement a Transportation Demand Management (TDM) program consisting of the specified elements as recommended.**

## **Site Plans Comments**

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."

**COMMENT RESPONSE: Acknowledged. The plans will be revised to show the sight triangles.**

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.

**COMMENT RESPONSE: Acknowledged. The plans will be revised to show designated loading/delivery areas that can be used for move-in and move-out. Tenants shall coordinate all such activities with the management office. Trash is planned to be collected within the building and the plans show trash pick-up zones.**

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

**COMMENT RESPONSE: Acknowledged. The plans will be revised to show a designated loading area for Building B.**

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

**COMMENT RESPONSE: Acknowledged. The plans will be revised to show double yellow centerlines where applicable.**

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.

**COMMENT RESPONSE: Acknowledged. The applicant will consider the addition of protected bicycle parking for each building.**

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".

**COMMENT RESPONSE: Acknowledged. The grading will be revised to not exceed 2 percent for the first 25 feet.**

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.

**COMMENT RESPONSE: Acknowledged. The grading will be revised to not exceed 10 percent for this section.**

## **Parking Comments**

Comment: A review of parking demand data documented by the ITE for similar multifamily residential communities indicates that observed peak parking demand ratios for a midrise multifamily residential community range from 0.39 to 1.75 spaces per dwelling unit, with an average peak parking demand of 1.23 spaces per dwelling unit and an 85<sup>th</sup> percentile parking demand 1.45 spaces per dwelling unit. Applying the 85<sup>th</sup> percentile peak parking demand (1.45 spaces per dwelling unit) to the Project (378 dwelling units) would result in a peak parking demand of 549 parking spaces for the Project.

**COMMENT RESONSE: As the ITE resources measure actual parking demand (ie. occupied spaces) the actual parking supply needs to account for some level of turnover, inefficient use, searching, etc. Typically, 10-15% above the peak (or 85<sup>th</sup> percentile demand) is sufficient. Therefore, a total of 1.6-1.7 parking spaces per dwelling unit is the recommended supply.**

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

**COMMENT RESPONSE: Acknowledged. As previously indicated, the applicant is amenable to land banking the parking spaces and only building the parking if the spaces are required or needed.**

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.

**COMMENT RESPONSE: Acknowledged. Rideshare providers and deliveries shall be able to use the loading/delivery zones.**

We trust our responses adequately address your comments. Feel free to contact us with any questions you may have.

Sincerely,

**Langan Engineering and Environmental Services, LLC**



Maximo Polanco  
Senior Project Manager

cc: Daniel Clarey (Langan)  
Scott Weiss, Dan Dedinsky (The Gutierrez Company)