

Ref: 9930

May 2, 2024

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

Re: 3rd 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 3rd review were prepared in response to the comments that were raised by Zoning Board of Appeals, Town Departments, and the Town’s independent review consultants, including those raised in our February 21, 2024 letter, and consisted of Site Plans prepared by Allen & Major Associates, Inc. (A&M) as revised through April 30, 2024.

Our review of the November 2023 *Traffic Impact Assessment* (the “November 2023 TIA”) was included as a part of our prior review letters and the comments therein have been resolved and/or are the subject of suggested conditions of approval that have been outlined for consideration by the Zoning Board of Appeals (the “ZBA”) at the appropriate time.

Based on our review of the Site Plans as revised through April 30, 2024, the Applicant’s team has been responsive to the comments that were raised in our February 21, 2024 review letter pertaining to the Site Plans prepared by A&M in support of the Project. We have identified minor comments that should be addressed on the final Site Plans.

For reference, listed below are the comments that were identified in our February 21, 2024 letter pertaining to the Site Plans followed by a summary of the information submitted on behalf of the Applicant, with additional comments indicated in **bolded** text for identification.

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.”

A&M Response: The sight triangle areas have been added to the Site Plans (Sheet C-104).

The final Site Plans should include the requested note on Sheet C-104 and the sight triangle areas should be bolded, shaded and labeled for each driveway.

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.

A&M Response: The Site Plans have been revised to show designated loading/delivery areas for each building.

Comment resolved.

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

A&M Response: The Site Plans have been revised to show a designated loading area for Building B.

Comment resolved.

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

A&M Response: The Site Plans have been revised to show double-yellow centerlines.

Comment resolved.

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.

A&M Response: Exterior bicycle racks are shown on the revised Site Plans and the Applicant presented materials at the May 1, 2024 public hearing illustrating that bicycle storage rooms will be provided within each building.

Comment resolved.

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".

A&M Response: The Site Plans have been revised to provide a leveling area as requested.

Comment resolved.



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.

A&M Response: The Site Plans have been revised such that the grade of the drives within the Project site do not exceed 10 percent.

Comment resolved.

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.

A&M Response: The subject parking area has been eliminated and the remaining parking areas proximate to the proposed residential buildings have been reconfigured to provide parking for 643 vehicles, or a parking ratio of 1.7 parking spaces per unit, which complies with Section 6.3, *Off-Street Parking Requirements*, of Chapter 15, *Zoning*, of the Town Code.

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.

A&M Response: Loading areas have been provided for each building that are proximate to the building entrances for this purpose.

Comment resolved.

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



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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

