

April 12, 2021

40B 15 King St.



CITY OF PEABODY

2021 MAR 25 AM 11:52

City of Peabody
Zoning Board of Appeals

CITY CLERK

City Hall • 24 Lowell Street • Peabody, Massachusetts 01960 • Tel. 978-538-5792

APRIL 12, 2021 ZBA AGENDA
LEGAL NOTICE

NOTICE IS HEREBY GIVEN THAT THERE WILL BE A SPECIAL REMOTE PARTICIPATION
MEETING OF THE ZONING BOARD OF APPEALS ON
MONDAY, APRIL 12, 2021, AT 7:00 PM

Pursuant to Governor Baker's March 12, 2020 Order suspending certain provisions of the Open Meeting Law, G.L. c. 30A § 18, and the Governor's March 15, 2020 Order imposing strict limitation on the number of people that may gather in one place, this meeting of the Peabody Zoning Board will be conducted via remote participation to the greatest extent possible. No in-person attendance of members of the public will be permitted, but every effort will be made to ensure that the public adequately access the proceedings in real time, via technological means. Individuals may participate remotely in the meeting via a participation platform called Zoom.

Members of the public and/or parties with a right and/or requirement to attend this meeting may access the remote participation through any one of the following ways:

- Enter this link into your web browser to join the meeting: <https://us02web.zoom.us/j/86814049256>
- Enter this link into your web browser to open the Zoom website: <https://zoom.us/join>. Enter the meeting/webinar ID# **868 1404 9256** as directed on the webpage and click "Join". Follow the on-screen instructions to join the meeting.
- Participants can dial a toll-free number: **+1 312 626 6799** to join the meeting. When prompted, enter meeting/webinar ID# **868 1404 9256** and follow the instructions to join the meeting.

PLEASE FAMILIARIZE YOURSELF WITH THE MUTE/UNMUTE FUNCTION AS WELL AS THE RAISE HAND FEATURE ON THE ZOOM PLATFORM.

THE AGENDA FOR THIS MEETING AND THESE INSTRUCTIONS ARE POSTED ON THE CITY OF PEABODY WEBSITE. WWW.PEABODY-MA.GOV

PEABODY ACCESS TELEVISION WILL BE AIRING THIS MEETING LIVE ON CHANNEL 9, AS WELL AS STREAMING ON THEIR FACEBOOK AND/OR YOUTUBE PLATFORMS.

IF YOU WISH TO COMMENT ON OR REVIEW ANY PLANS OR DOCUMENTS RELATED TO ITEMS ON THIS AGENDA PLEASE CONTACT CARLA MCGRATH VIA PHONE, E-MAIL OR WRITTEN LETTER.

ZONING BOARD OF APPEALS
C) CARLA MCGRATH, CLERK
LOWELL STREET
PEABODY, MA 01960
carla.mcgrath@peabody-ma.gov
978-538-5792

SPECIAL ZBA MEETING MONDAY, APRIL 12, 2021

CITY OF PEABODY

1. Continued application of **HDG King Street, LLC** c/o Attorney Jason **Phelps**, for a **Chapter 40B Comprehensive Permit** as it applies to the premise known as **15 King St, Peabody, MA, Map 074, Lot 258**. Petitioner seeks to construct 133 units. The property is located in an **R2 Zoning District**.

BUSINESS MEETING:

CORRESPONDENCE:

REPORTS:



CITY OF PEABODY

APRIL 12, 2021 SPECIAL ZBA MEETING MINUTES

A meeting of the Peabody Zoning Board of Appeals was virtually held on Monday, March 22, 2021 at 7:00 p.m. remotely via Zoom platform.

| MEMBERS PRESENT | MEMBERS ABSENT |
|--------------------------------------|----------------|
| Frances Bisazza-Gallugi, Chairperson | |
| Stephen Zolotas, Vice-Chairperson | |
| Julie Picardi | |
| Dan Sencabaugh | |
| Barry Osborne | |
| Ed Colbert | |
| | Keith Slattery |

Also in attendance...

Will Paulitz City Engineer

Curt Bellavance Director Community Development

Ezra Glenn 40B consultant

Attorney Panos for 15 King St

Scott Thornton Vanasse

Rod Emery World Tech

(Ms. Gallugi read the opening statement made part of these minutes)

(Ms. Gallugi informed everyone tonight's meeting would focus on traffic)

SPECIAL MEETING:

1. Continued application of **HDG King Street, LLC c/o Attorney Jason Panos, for a Chapter 40B Comprehensive Permit** as it applies to the premise known as **15 King St, Peabody, MA, Map 074, Lot 258**. Petitioner seeks to construct 133 units. The property is located in an **R2 Zoning District**.

Attorney Panos: We've been working diligently on peer review and you have lots of responsive material that we produced toward the end of March that pushed that effort forward. For the record my name is Jason Panos practicing law at 246 Andover Street in Peabody. I represent the applicant and property owner HDG King Street LLC. As I indicated tonight is a continuation of the hearing opened by this board on October 5th, continued on November 9th and again on December 7th when public comments were invited and given. We are prepared to present a detailed traffic and parking analysis for the proposed development. Scott Thornton of Vanessa and Associates will discuss the traffic and parking impacts and has also participated with the peer review consultants and engaged with his peer review counterpart at World Tech, Mr. Emery and I believe to productive results. The project team has been able to evaluate the issues that have been highlighted by your peer review consultants and modify their plans our plans accordingly. The modifications as I indicated for the most part were prompted by comments and questions surrounding traffic and parking and the anticipated impacts by the proposed development. So, in brief those modifications include revised landscaping islands and curbing to accommodate fire apparatus and delivery truck and trash truck circulation throughout the property, reoriented and relocated trash areas to improve trash pickup, identified loading zones for sight improving circulation, revised garage ramp for Building C to lessen slope and provide more comfortable turn into the garage, pedestrian pathways refined from parking areas to buildings specifically for Building B, revised landscape plantings at development entrance and exits to ensure adequate sight lines for drivers, ADA compatible and accessible features which were refined and modified electric additional for electrical charging stations, visitor and ride share spaces which are identified on the plans, mitigation measures for surrounding intersections, increase in ratio of full size to compact size spaces within the site as requested by peer review and a whole host of other things that were raised through the peer review process. Mass Housing, who issued the project eligibility letter for the site, has been made aware of these modifications and was provided with all responsive peer review data.

Scott Thornton: With Vanasse and Associates gave the presentation.
(Presentation was made part of these minutes)

Fran Gallugi: Questions or comments from the Board?

Barry Osborne: When was the traffic study done? Have we initiated any of the recommendations that have been mentioned in the low-cost signal improvement plan? What I'm really trying to say is it's nice that you don't want to do the safety audit because you want to base it on a two-year-old safety improvement that we haven't even done anything in two years, why because I'll be honest with I don't know if anybody thinks anything can be done at that intersection. We can't look at these problems that exist and say all right we're not going to do anything about it because the City's already had a study and somebody else is going to do it. We'll work with the City. That puts the dime on the city. You are the one that want to build this project.

Rod Emery: The reason we had some background from the signal inventory that talked about some of the problems but I've done a number of road safety audits I know the kind of things we look at and we looked at the crash data. A lot of the data that goes into the road safety audit was already in the traffic study and so based on other road safety audits that I've done that I've seen based on my 50 years of experience at intersections we

recommended a bunch of implementable improvements that are similar to other improves we're making on Lowell Street with the city right now.

Barry Osborne: I'm not putting any blame anywhere. All I'm saying is how difficult it is... how expensive it is and if we want to work together to get this project built the project team can't rely on the city. We have to rely on you because we don't know when the city is going to be able to do it. Maybe there's people in the city that think that those improvements aren't going to help that much so why chase good money after bad? There are hurdles that need to be jumped and we need the developer, the project team to help us jump those hurdles don't wait for the city. The 1.5 parking ratios...I do not understand compact parking spaces. Barry had concern with the compact spaces concept. There's a lot that's going on at the location of this project also 1.5 parking spaces does that include ...is the number of parking spaces you want to put in include the what was it six per unit of truck or ride share spaces or visitor spaces... does that get put into your total parking spaces? Are you just talking those are separated because we're going to do x amount of residential only parking spaces?

Ezra Glenn: You have a really thorough review from Will Paulitz on the City's behalf and then you also have Rod Emery who served as peer reviewer on this ...you've heard from the applicant representing everything's been worked out. It might be good just to hear quickly from Rod and Will.... was that correct? Were there any issues that haven't been worked out?

Rod Emery: The total parking ratio includes visitors and electric charging stations.

Attorney Panos: Parking ratios generally as prescribed include visitor spaces so for example when you have a prescription of 1.25, 1.5 spaces or 1.75 spaces per unit that decimal that .25 that 0.5 that .75 those are the visitor spaces typically. That's the visitor space quotient with the actual prescribed unit per parking space : the whole number. That's the way our zoning ordinance is set up and that's the way these parking ratios are kind of be set up there in other words they're built in numbers so they're always contemplating the whole and I'll invite Scott and Mr. Emery and Will to elaborate on how parking ratios are calculated.

(Discussion ensued)

Fran Gallugi: Asked Will Paulitz his opinion on fire trucks, delivery trucks and trash trucks.

Will Paulitz: For the record William Paulitz, Peabody City Engineer. My concern is with trash and delivery trucks. When entering and exiting off the property they'll be able to stay in their traffic lane and not go into the oncoming traffic lane, or do they need to go into the other traffic lane to enter an exit?

Scott Thornton: In some cases, they do need to go into the other lane on King Street to enter or exit. That's a function of the... they've tried to keep the driveway narrower for pedestrian crossing to make a shorter pedestrian crossing. I think we could probably widen the driveways if need be. They're currently 20 feet we could widen them maybe to 24 and then that would reduce the amount of swing that they have into the other side of King Street. As I mentioned before they're sight distance they can there's not that much traffic on King Street so they're able to see and be able to pull out without really affecting the traffic flow on the other side of the street.

Will Paulitz: If the applicant is not widening the driveway to accommodate these vehicles, my commendation would have Police and Fire take a look.

Fran Gallugi: We can do that. Carla will reach out.

Attorney Panos: Scott Thornton will provide the plans directly to Captain Dowling. My concern is that widening the entrance and basically detract from the ADA compatibility that they designed. In answering Mr. Osborne's question or concern with regards to the intersection mitigation at Lowell and King and Endicott I want to point out the study was recent the audit that was conducted was done I believe in 2016 and only one of the mitigation measures that was pointed out was actually implemented. So, this notion that we don't know what's going to fix the problem well your own traffic consultants and your own traffic engineers at the time pointed out what the mitigation measures were to fix the problem and the city didn't address... only addressed one of many mitigation concerns. We've committed to work with the city to implement the rest of them that we still believe today in 2021 may not solve a hundred percent of the problem but I think everybody who is an expert agree that once you fill in the box and do the rest of the stuff it's going to help things. With regard to the finances we are going to continue the conversation and figure out how we'll all make this work.

Stephen Zolotas: Asked for some clarification on the size of a compact and regular parking spot. The concern is the number of visitor spots and what happens with the overflow.

Scott Thornton: A full size would fit a F-150 and is 19' long and 7-7.5' wide. A compact space would fit an Accord or Camry and is 16' long.

(Discussion ensued)

Attorney Panos: This is going to be a development and a condominium form of ownership so as a result we will have assigned either ownership spaces or easement spaces. They will be assigned and there will be consideration given to more spaces going to the three beds and you know fewer spaces probably one etc. The charging stations spots will be backed out. Those are going to be dedicated for those will be dedicated to home ownership. They will be coupled with the units.

Barry Osborne: How does the development team enforce certain things like deliveries being scheduled for off-peak hours how snow will be retained, once the project is built? How do we prevent maybe if there is some overflow parking from parking in a location where you have to put the snow in the winter?

Ezra Glenn: This this comes up all the time with both 40bs as well as projects that you approve in other contexts. It's really important for the board and the audience to know everything represented here in the application is legally binding. If they're not standing by those then you're building enforcement officer needs to go out and say this is not correct your permits are in jeopardy. If there are very clear things that they've represented. You want to put conditions in. We should make sure we have language in the conditions. The one place I'd caution you is if you treat this project different from the way you would treat other projects. Saying snow will be kept only in these areas and removed when it piles up....that's an enforceable condition and unfortunately nothing enforces itself. You do need to have a building officer who will go out and enforce things

Attorney Panos: To answer Barry's question...this development will not be serviced by the public taxpayer-funded trash collection snow collection it's all done by private contract. When you collect these things

is an issue, and it's typically part of a contract. So, we have some element of control from a contractual level as to when snow gets hauled off. Snow snow is a tricky thing as you know. It falls when it falls and you have to clear it when you need to clear it. We can direct our snow contractor that this is when we really need this stuff trucked off site and off-peak. We can definitely handle the garbage collection that way. Amazon Fedex etc. they deliver when they deliver. We can only give them notes and tell them when is the preferred delivery time for this complex. But as far as public services that we procure we can pretty much direct our contractors to provide those services within certain time frames.

Will Paulitz: Went over items in his memo to point out areas of concern and areas that he concurred. (Memo is made part of these minutes)

Areas in agreement with roadway audit recommendations were the following...

- program the controller for optimum clearance times for vehicles and pedestrians
- install the back plates mentioned
- ADA compliant pedestrian buttons
- installation of video detection for all the approaches by the use of a single camera

Will Paulitz: We would be looking for the applicant to address all these items financially. We can have a discussion with Jason and Scott if necessary. The letter said you agreed to add concrete sidewalks on Ellsworth as being done on King St. but the plan did not show it.

Scott Thornton: Agreed to update the plan.

Will Paulitz: The parking garage access... it was at 13 and a half percent grade and it did have a sharp 90 degree bend. The applicants team has worked to try to address that concern but we wanted to point out to the board that it's still at eleven and a half percent grade which is still very steep and you still have to turn in at a 90 degree, though not as bad as previous to enter in the garage. So we wanted to point that out to the board that that is still not an ideal situation. The next two topics we talked about in depth and that was delivery moving trucks and asking for a template which they provided and now I believe the board is going to reach out to the traffic division in respect to the vehicles having to enter into the oncoming traffic lane to enter and exit and that is the same for the trash trucks. It is our opinion that we'd rather see a larger wider opening especially if we're going from 20 to 24 to accommodate that but we are interested to see what the police department has to weigh in on. They did revise the dumpster locations to be more accessible for the trash truck. We brought up this evening and I believe Scott and his design team probably have to work with DCI in respect to one of the trash receptacle locations, I believe it's building A and some of the parking that accommodates or the turnaround that accommodates for building A needs to be addressed. It looks as though that has been proposed over the existing pavement line of Southwick Road. It was our hope to which the applicant has reduced the number of compact spaces and bring up the number of full spaces but at the end we are going to defer to our consultant in respect to what they think is adequate based upon their study. Snow storage, although the applicant has produced areas for snow storage and it sounds as though they would be willing to truck it out as necessary versus taking up parking we're not under the opinion that they have the ideal or adequate area for snow storage. We'd like to see that increased. Although the ZBA can put a condition on the property if you chose to do so assuming you're entertaining a vote on this project at some point to have it hauled off and not put in parking spaces. It's not the most ideal situation to make the Building Commissioner's office go through and enforce that. So, we'd prefer to see a larger area for snow storage to try to accommodate the snowstorms.

Rod Emery: Back at King and Ellsworth Street where we said the signal's not warranted anymore, I believe the applicants committed to do some pedestrian improvements there and I think if we remove the signal it would require stop sign control. So, I just wanted to confirm that. The biggest issue we had was on parking and I made an observation that we usually have wider aisles and some of the parking dimensions. Maybe Scott can just take his vehicle templates and make sure that the 20-foot aisles for one of the parking aisles works just in the main parking lot. If we don't end up with a lot of three-point turns there. We've done that in other studies where I made a comment about 23-foot space aisles and I believe they've got 20. I talked about the parking ratios being close enough. I still think there's more compact spaces than we need and an easy conversion is to take eight and a half foot spaces and make them nines. You only lose a space or two and then you have you know adequate parking, but I'm not settled on that recommendation. If we have reduced the number of compact spaces and I think t's been a real positive change with the visitor spaces the electric charging stations and shouldn't overlook the tdm measures. We're committing to joining the the north shore service and encouraging other transit uses. We're not always going to be - we're commuting today but I think those will all help. There was a new stop signs that's along Emerson that we talked... some of those stop signs need to be replaced.

Barry Osborne: Will the runoff from the snow retention sites be addressed by the environmental part?

Attorney Panos: Yes. This will be addressed in the stormwater management plan. It will be more thoroughly reviewed in May. I'm really hesitant to make a condition that the applicant join the north shore transportation management association because it's untested. We think it's a great concept, but we don't know if it's going to work. The issue about mitigation at Lowell Street...Endicott Street and King Street...yes we are committed to engaging with the city as far as the financial obligation, this is a 40b. It is well recorded that this is a pre-existing condition that exists at the site and we're not making it any worse. Yes, we will evaluate with the city how this is going to be financially feasible, whether or not we pay for a portion of it or all of it, I think that's an open discussion we need to know what the price tag is for that pre-existing condition that pre-exists this development. Because the bottom line is we are convinced that addressing the issue that pre-existing issue will also help us and the neighborhood.

Dan Sencabaugh: Motion to continue to May 10, 2021

Stephen Zolotas: Second

Fran Gallugi: All in favor. Any opposed. Motion to continue to May 10, 2021 is approved (5,0)

Attorney Panos: Are we going to spend the beginning part of that meeting resolving any of the outstanding or talking about the resolution to the outstanding traffic issues and then go into civil?

Fran Gallugi: Yes.

Stephen Zolotas: Motion to accept meeting minutes

Barry Osborne: Second

Fran Gallugi: All in favor. Any opposed. Motion to accept minutes are approved (5,0)

Barry Osborne: Motion to accept the following correspondence

(Correspondence was made part of these minutes)

3.9.21 PEER REVIEW RESPONSE TO 1.22.21 MEMO FROM HORSLEY WHITTEN- STORMWATER

3.9.21 PEER REVIEW RESPONSE TO 1.29.21 MEMO FROM TIGHE & BOND- WASTEWATER

3.9.21 PEER REVIEW RESPONSE TO 1.29.21 MEMO FROM WESTON & SAMPSON- WATER

3.9.21 PEER REVIEW RESPONSE TO 2.1.21 MEMO FROM WILL PAULITZ

3.23.21 VANASSE & ASSOCIATES RESPONSE TO 2.1.21 DPS MEMO

2.1.21 AND 4.09.21 WILL PAULITZ MEMO

Stephen Zolotas: Second

Fran Gallugi: All in favor. Any opposed. Motion to accept correspondence is approved (5,0)

Meeting adjourned.

Transportation Impact Assessment



King's Residences at King Street

A PROPOSED 133-UNIT MULTI-FAMILY,
RESIDENTIAL CONDOMINIUM OWNERSHIP
COMMUNITY

Study Chronology

Traffic Study prepared in December 2019

Submitted to City of Peabody in September 2020

Peer Reviewed by City of Peabody Consultant WorldTech Engineering LLC

- Comments received December 23, 2020

Additional Comments from City of Peabody Department of Public Services

- Comments received February 1, 2021

Responses to Peer and DPS Reviews prepared by VAI and submitted March 23, 2021

Follow-Up Comments received from City of Peabody DPS and WorldTech

- Comments received April 9, 2021



Areas of Agreement with Peer Consultant

- Lowell Street/King Street/Endicott Street intersection improvements
- Installation of ADA compliant sidewalk along King Street frontage including granite curbing and driveway design
- King Street/Ellsworth Street traffic signal – Not warranted
- Ellsworth Street at Southwick Road, Ellsworth Street at Emerson Street, Lowell Street at Southwick Road, Lowell Street at Emerson Street – No additional work required
- Driveway design is acceptable
- Agreement that parking ratio could be reduced
- Revised garage layout under Building C is acceptable



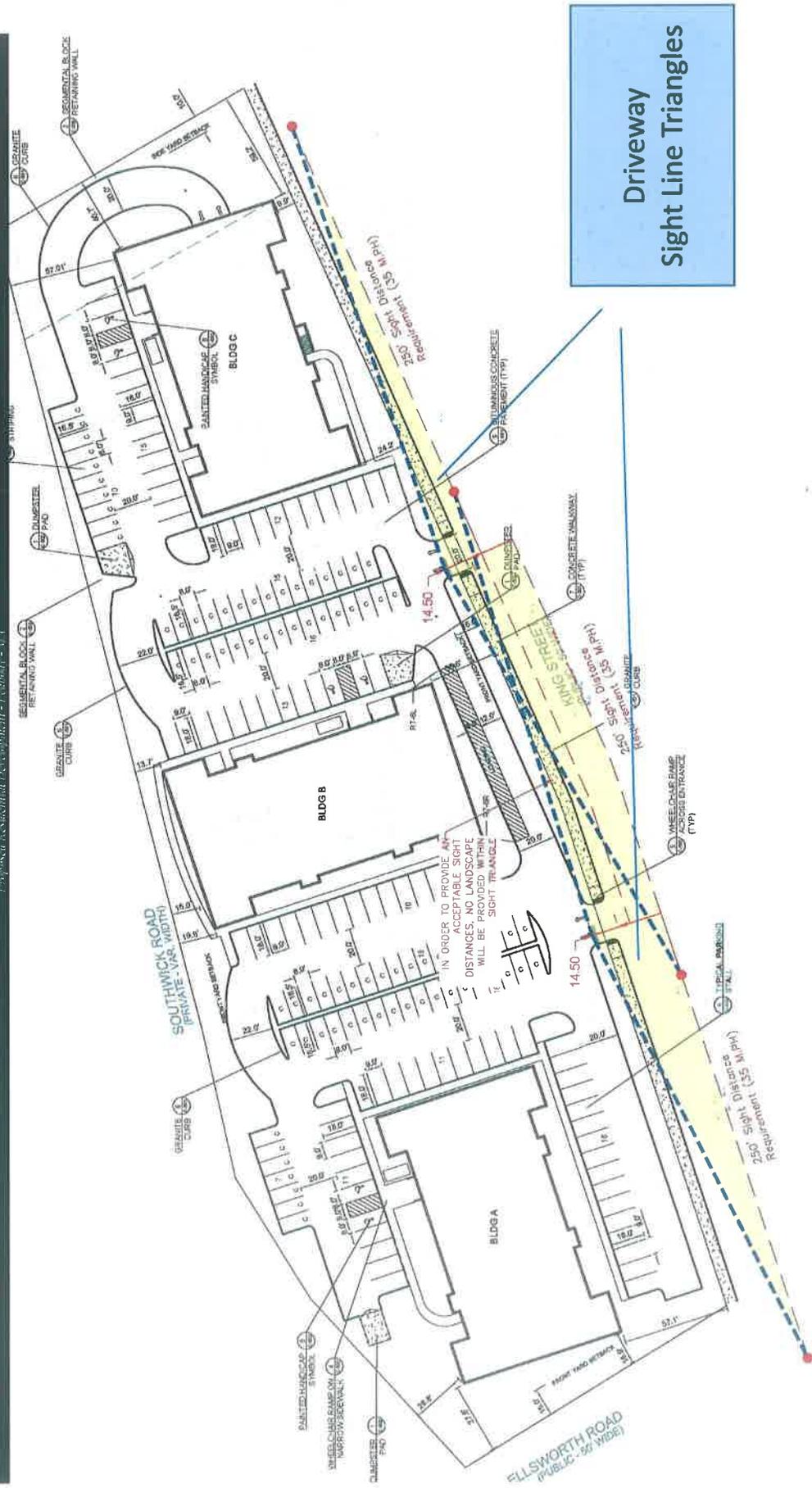
Site Plan Revisions

- Dumpster locations, snow storage and ADA sidewalk
 - Snow Storage Considerations:
 - Three (3) separate areas for snow storage
 - No snow storage will be permitted onto neighboring properties
 - Private contractors will be used
 - Snow will be removed from site when storage is full
- Sight distance at site driveways

Goal: Solutions to address Peer Review and DPS Comments



Proposed Landmark Development - Parcel - V1



Driveway Sight Line Triangles

Source: Site plan from Design Khalsa / DCI Design Consultants Inc. 0 25 50 Scale in Feet

Figure F1
Stopping Sight Distance

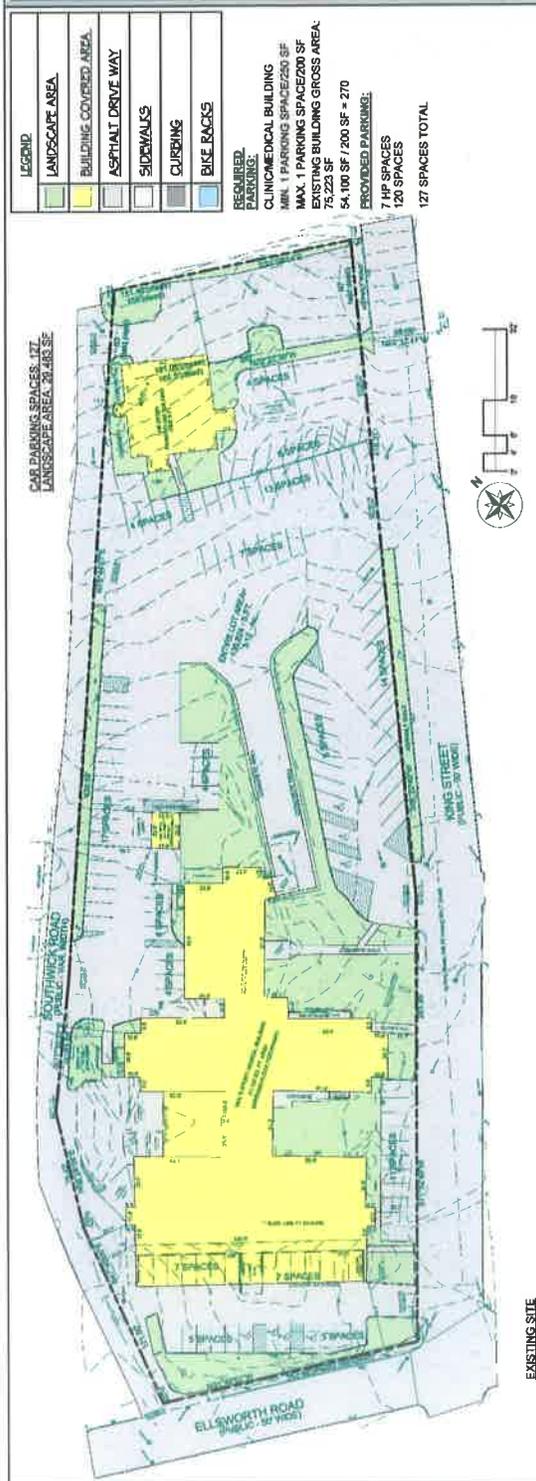
Site Plan Revisions

- Signage plan with loading area, Electric Vehicle Charging Stations, and Rideshare/Visitor spaces
- Dimensioning of drive aisles, parking spaces, short-term bicycle storage

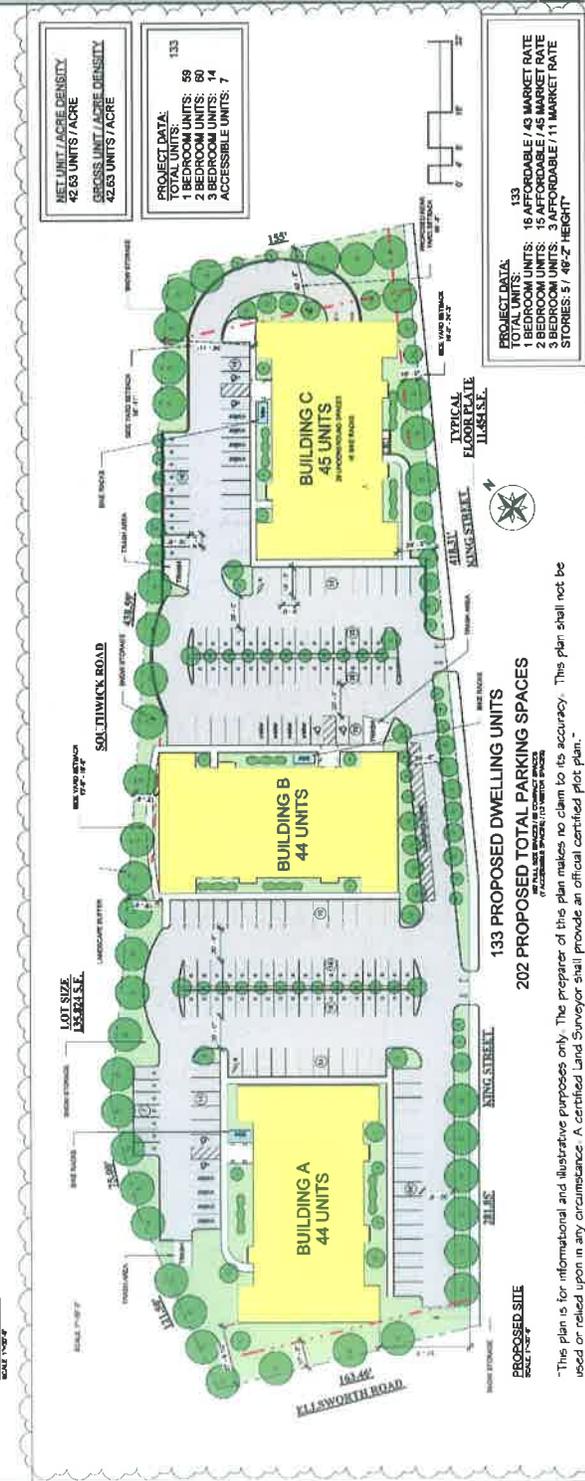
Goal: Compliance with information requests and amenities for residents



| | | | |
|---|---|---|---|
| PROJECT NAME King's Residences | PROJECT ADDRESS 15 King Street Peabody, MA 01960 | CLIENT HOG KING STREET LLC | ARCHITECT KHALSA 17 WALDO STREET SUITE 400 MIDDLEBOROUGH, MA 01545 TEL: 978.465.1100 WWW.KHALSA.COM |
| LEGEND | LANDSCAPE AREA | BUILDING COVERED AREA | ASPHALT DRIVE WAY |
| SIDEWALKS | CURBING | BIKE RACKS | REQUIRED UTILITIES |
| REQUIRED UTILITIES: CLINICAL MEDICAL BUILDING MIN. 1 PARKING SPACE/200 SF MAX. 1 PARKING SPACE/200 SF 75-223 SF BUILDING GROSS AREA 54,100 SF / 200 SF = 270 7 HP SPACES 120 SPACES 127 SPACES TOTAL | | | |



| | | | |
|---|---|---|---|
| PROJECT NAME King's Residences | PROJECT ADDRESS 15 King Street Peabody, MA 01960 | CLIENT HOG KING STREET LLC | ARCHITECT KHALSA 17 WALDO STREET SUITE 400 MIDDLEBOROUGH, MA 01545 TEL: 978.465.1100 WWW.KHALSA.COM |
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This plan is for informational and illustrative purposes only. The preparer of this plan makes no claim to its accuracy. This plan shall not be used or relied upon in any circumstance. A certified Land Surveyor shall provide an official certified plot plan.

Building C Garage Plan Circulation Improvements

- Modifications to Garage parking circulation and access

Goal: Improvements to address circulation



PROJECT NAME
King's Residences

PROJECT ADDRESS
15 King Street
Peabody, MA 01960

CLIENT
HOG KING STREET LLC

ARCHITECT
KHALSA
17 WALDO STREET SUITE 400
SOMERVILLE, MA 02148
TEL: 617.261.1100 FAX: 617.261.1100
CONSULTANTS

REGISTRATION
Professional Seal of the Architect

DATE
10/1/2018

SCALE
1/8" = 1'-0"

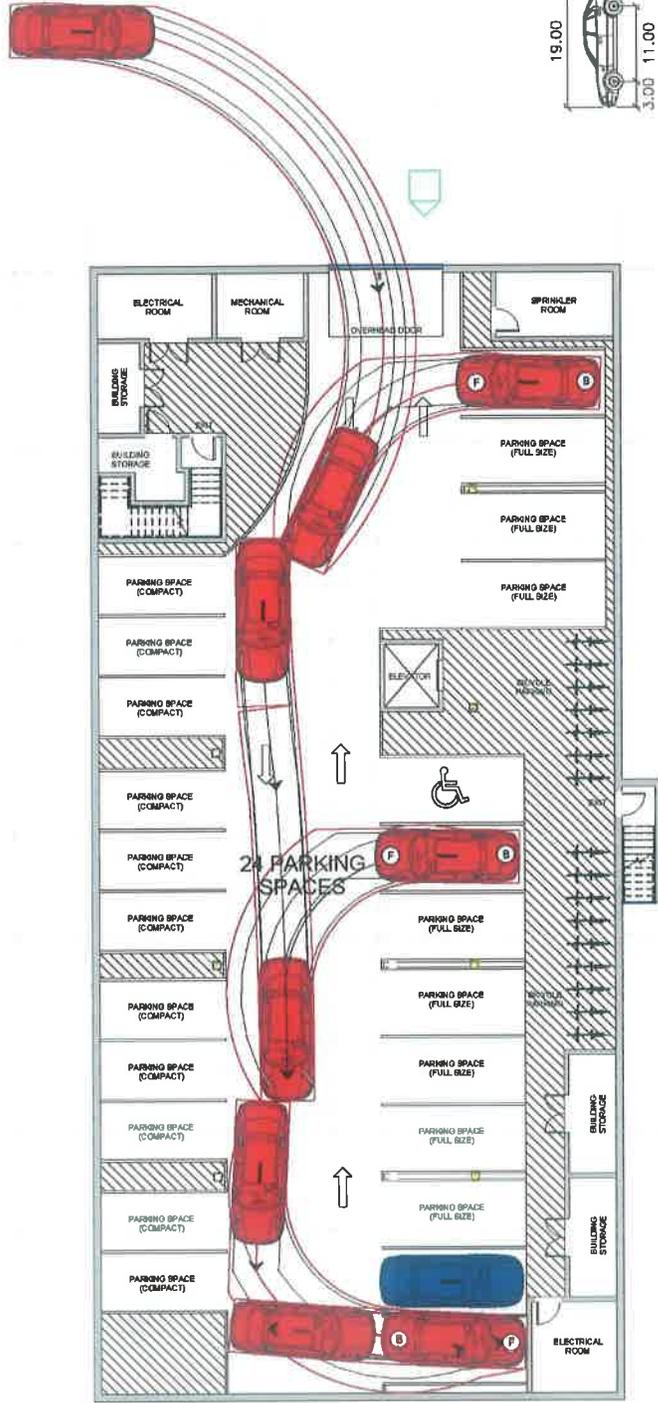
PROJECT NUMBER
A-108

PRELIMINARY
Building C Garage
& 1st Floor Plans



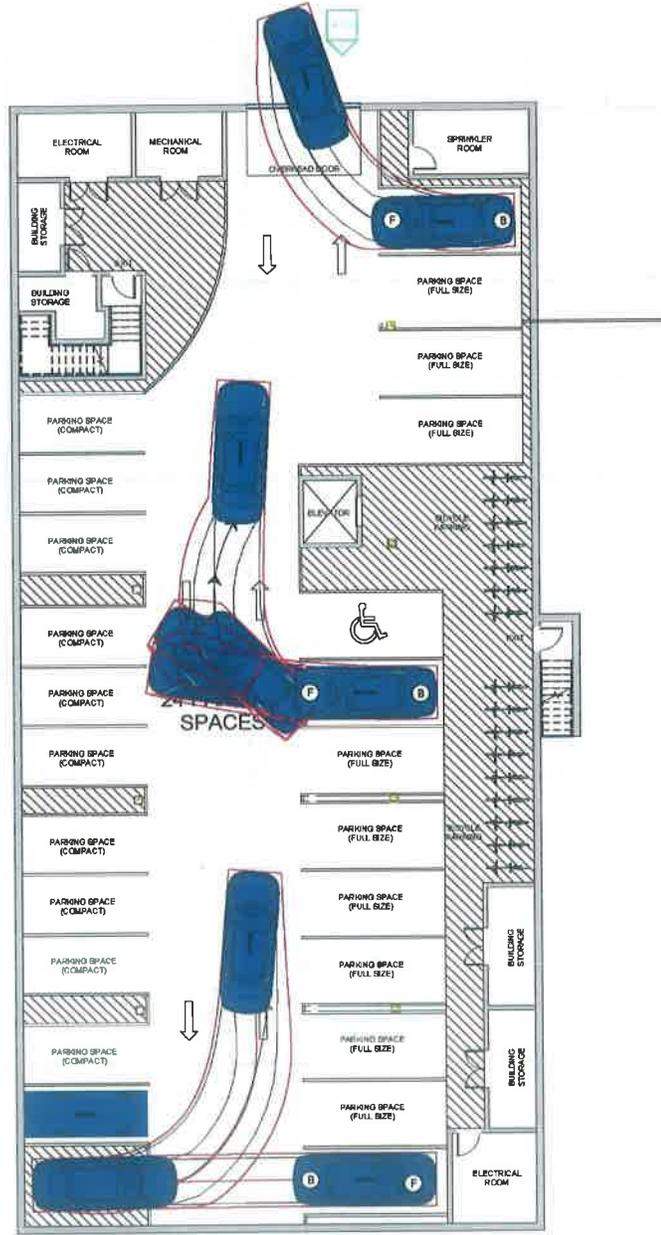
BUILDING C - GARAGE DATA

| |
|---------------------|
| 45 |
| 1 BEDROOM UNITS: 21 |
| 2 BEDROOM UNITS: 20 |
| 3 BEDROOM UNITS: 4 |
| ACCESSIBLE UNITS: 1 |



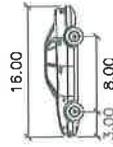
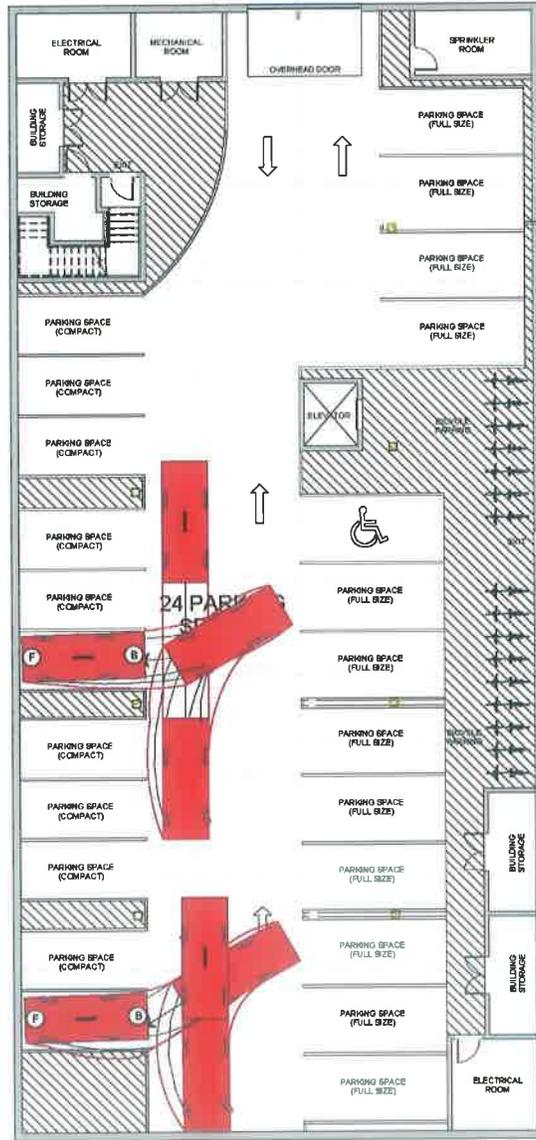
Passenger Car
feet
Width : 7.00
Track : 6.00
Lock to Lock Time : 6.0
Steering Angle : 31.6

Figure 1
Vehicle Turning Movement
Passenger Vehicle
Entering



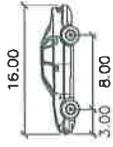
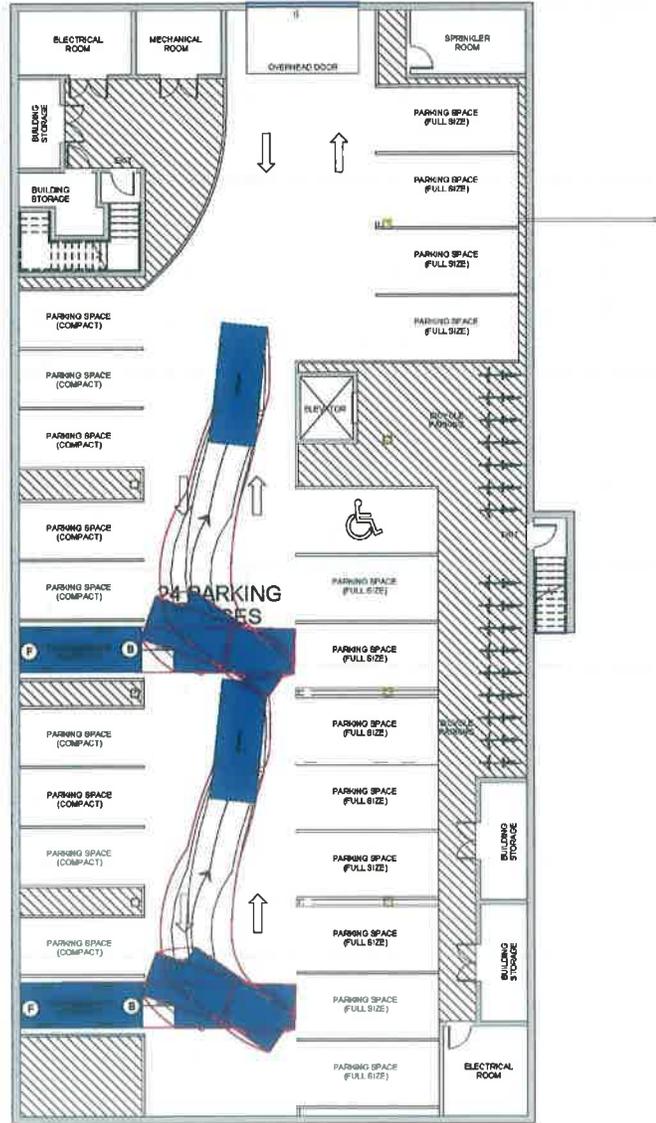
Passenger Car
feet
Width : 7.00
Track : 6.00
Lock to Lock Time : 6.0
Steering Angle : 31.6

Figure 2
Vehicle Turning Movement
Passenger Vehicle
Exiting



Passenger Compact Car
feet
Width : 6.00
Track : 6.00
Lock to Lock Time : 6.0
Steering Angle : 31.6

Figure 3
Vehicle Turning Movement
Compact Passenger Vehicle
Entering



Passenger Compact Car
feet
Width : 6.00
Track : 6.00
Lock to Lock Time : 6.0
Steering Angle : 31.6

Figure 4
Vehicle Turning Movement
Compact Passenger Vehicle
Exiting

Site Plan Circulation Improvements

- Truck Turning Movements for Delivery, Fire, and Garbage Trucks
- Addresses Peabody Fire Department Captain Dowling's comments from ZBA hearing of October 5, 2020

Goal: Solutions to address Peer Review and DPS Comments



PROJECT NAME
King's Residences

PROJECT ADDRESS
15 King Street
Peabody, MA 01960

CLIENT
HGG KING STREET LLC

ARCHITECT
KHALSA

CONSULTANTS
DCI Design Consultants Inc.

17 FINLAND STREET BOSTON, MA 02114
DUMFRIESVILLE, MA 02148
TEL: 617.552.8888 FAX: 617.552.8889
WWW.DCI-MA.COM

CONTRACT NO. 2017-001
DATE: 08/14/17
SCALE: 1/8" = 1'-0"

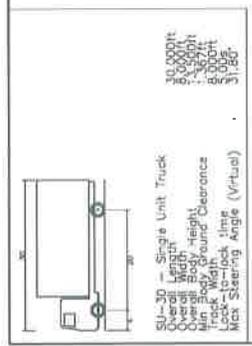
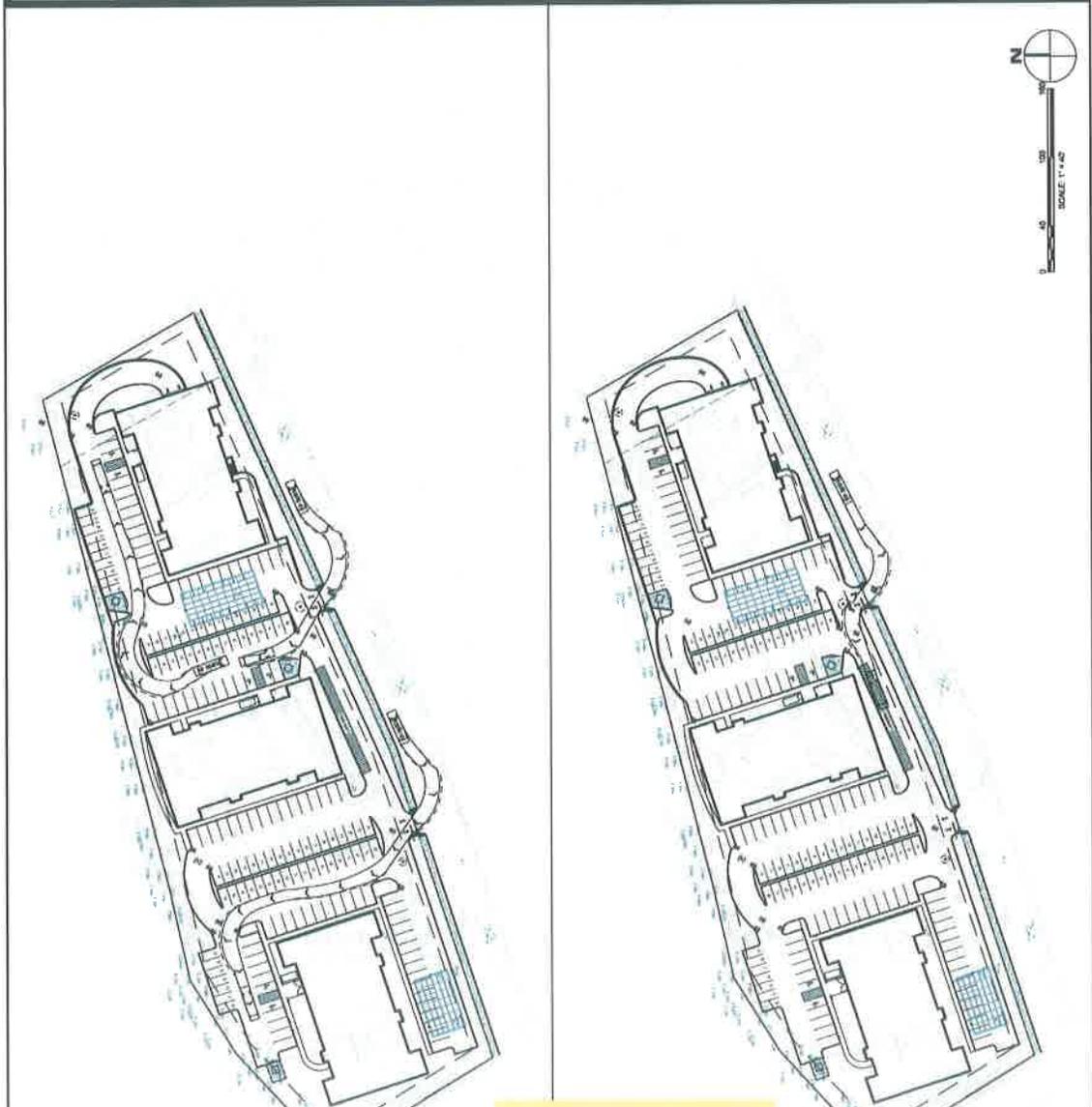
REVISIONS

NO. DESCRIPTION DATE

1. PLOT NUMBER REVISION 08/14/17

DELIVERY TURNING MOVEMENTS 1

C-106



- Delivery Times scheduled for Off-Peak
- Sight Distance ensures adequate visibility for entering and exiting movements

PROJECT NAME
King's Residences

PROJECT ADDRESS
15 King Street
Peabody, MA 01960

CLIENT
HOG KING STREET LLC

ARCHITECT
KHALSA

CONSULTANTS
DCI Design Consultants Inc.

17 PALOO STREET SUITE 400
ROXBURY, MA 02119
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CONTRACT NO. 15-0001
ISSUE NO. 02
DATE: 02/27/15

PROJECT NO. 15-0001
SHEET NO. C-107

REVISIONS

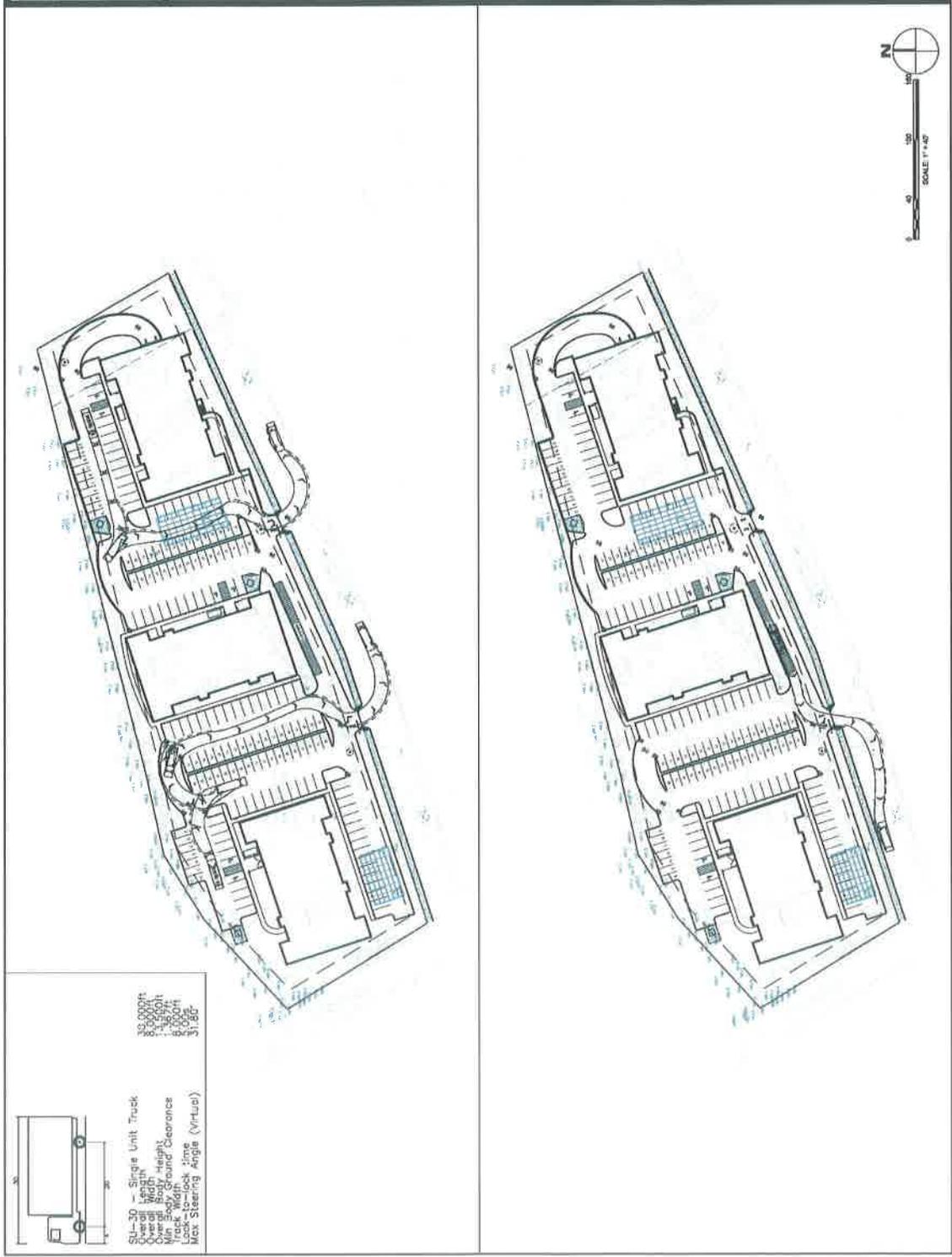
| No. | Description | Date |
|-----|--------------|----------|
| 1 | Final Review | 02/27/15 |

REGISTRATION

MASSACHUSETTS REGISTERED PROFESSIONAL ENGINEER
No. 10000
EXPIRES 12/31/16

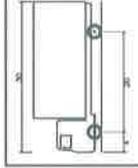
DELIVERY TURNING MOVEMENTS 2

C-107
Delivery Movements



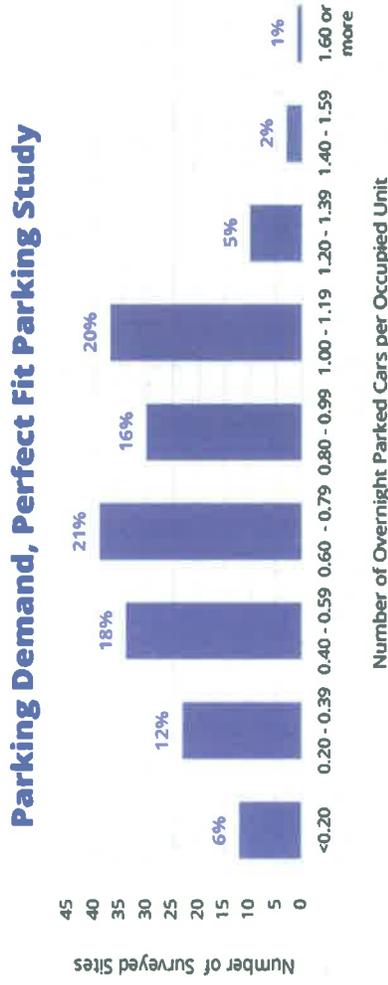
35,000lb
8,500lb
1,300lb
6,000lb
31,800

35'-30" Single Unit Truck
Overall Width
Min. Shoulder
Min. Shoulder Clearance
Truck Width
Min. Clearance
Max. Steering Angle (V-Hub)

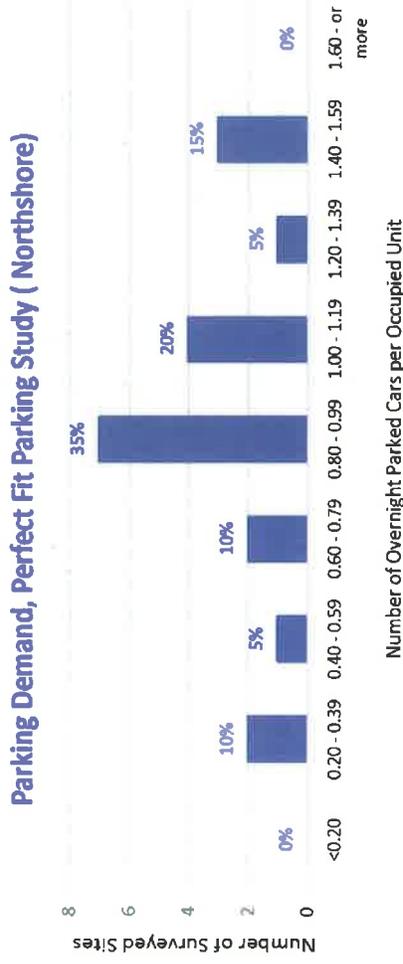


Parking Studies: Utilization

Perfect Fit Parking Study, Phase 2



North Shore SubArea Study, Phase 3* (Beverly, Danvers, Peabody, Salem)



*Car-Ownning Communities

Parking Ratios

| <u>Source</u> | <u>Supply Ratio, Spaces/Unit</u> | <u>Average Utilization Ratio, Spaces/Unit</u> |
|---|----------------------------------|---|
| ITE Parking Generation, 5 th Edition | 1.2 | 0.9 |
| MAPC Perfect Fit Parking Study Results | 1.0 | 0.73 |
| MAPC North Shore SubArea Study | 1.25 | 0.76 |
| WorldTech Suggested Parking Rate | 1.0 | |
| Proposed Parking Rate | 1.5 | |

Applicant and WorldTech agree that parking space ratio of 1.5 spaces per unit could be reduced further to maintain recent trends in transportation; however, the Applicant feels that 1.5 spaces per unit is an appropriate balance to accommodate parking demands.

Peabody Zoning Requirements

| <u>Requirement Type</u> | <u>"DDD" Zoning District</u> | <u>15 King St</u> |
|-------------------------------|------------------------------|-------------------|
| Compact Parking Ratio | 60% | 47% |
| Parking Space Size Compact | 8'x16'6" | 8'x16'6" |
| Full Size | 9'x18' | 9'x18' |
| Parking Aisle | 20' | 20' |

Project is consistent with Residential Overlay of the DDD



Peabody Zoning Ordinance p. 48

6.6.8 Designated Development District – Residential Overlay

- a) Residential use shall be as of right in the Residential Overlay District.
- b) A site plan shall be prepared and submitted in accordance with Sections 6.6.3 and 6.6.7 (D)) of this Ordinance.

c) Density may not exceed 20 units per acre.

d) For all residential use, the dimensional standards shall be as follows:

| | |
|-----------------------------|---------|
| Minimum lot size | 2 acres |
| Maximum number of stories | 6 |
| Maximum building height | 72 feet |
| Maximum floor to area ratio | 0.5 |

e) All district uses except for access should observe the following regulations:

| | | |
|-----------|---|-------------|
| 1) | Building setbacks (minimum feet) : | |
| | Route One (1) | 100 |
| | Residential zoned land | 100 |
| | District Access Road R.O.W. | 40 |
| | Other property lines | 30 |
| 2) | Impervious site coverage (maximum percentages) | 60 |
| 3) | Compact parking (maximum percentage of total) | 60 |
| 4) | Parking space size (minimum feet) | |
| | Compact | 8.0 x 16.6 |
| | Full | 9.0 x 18.0 |
| | Handicap | 12.0 x 12.0 |
| 5) | Parking ask (minimum feet) | 20 |
| 0) | Parking | |

Summary Parking and Site Plan Comments

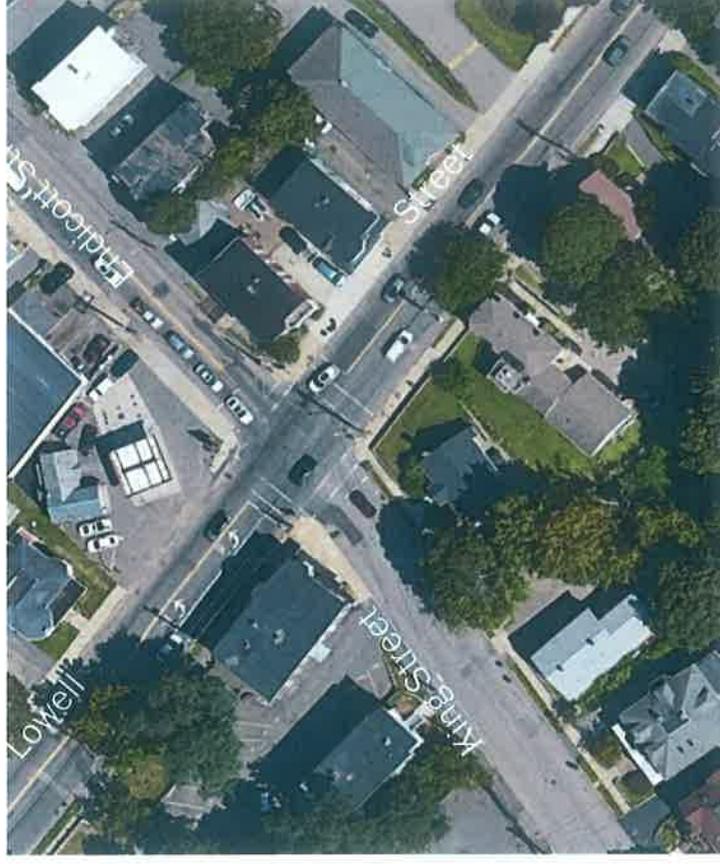
- Peer Reviewer suggests a parking ratio of 1.0 space per unit is adequate
Response: We agree with WorldTech that the parking ratio could be lower; however, we think that the current rate of 1.5 spaces per unit is appropriate to address the parking needs of the project.
- Peer Reviewer recommends increasing the sizes of parking spaces
Response: The Project maintains consistency with zoning requirements for sizes of parking spaces and is below the compact ratio suggested by the Peabody DDD Zoning District
- Peer Reviewer recommends uncoupling parking from rental or ownership costs
Response: This is an ownership development, not possible to uncouple parking costs
- Peer Reviewer maintains proposed changes have not been submitted to MassHousing, so references to prior approval would be superseded.
Response: Applicant agrees; however, these responses were sent to MassHousing on March 25, 2021 at time of submittal to WorldTech

Mitigation: Alternative Transportation

- The Applicant is committed to investigating joining the North Shore TMA, which provides TDM measures for developments.
- Applicant is providing 12 visitor/rideshare spaces to accommodate residents using Uber/Lyft or carpools.
- Public transportation services will be encouraged through posting of schedules for MBTA bus and commuter rail.

Mitigation: Lowell Street at King Street/Endicott Street

- Agreement with WorldTech that current safety and traffic conditions pre-exist the proposed development
- Applicant will work with City to assist in implementation of improvements
- Improvements include:
 - Updated clearance times for vehicles and pedestrians
 - High visibility signal head backplates
 - ADA compatible pedestrian push buttons
 - New video detection to optimize operations



Summary

The following Plan revisions have been provided in the March 23, 2001 response document as follows:

- Revised landscape islands and curbing to accommodate fire apparatus throughout the Property;
- Reoriented and relocated trash areas to improve trash pickup;
- Identified Loading zone for Site;
- Revised garage ramp for Building C to lessen slope and provide more comfortable turn into the garage;
- Pedestrian pathways refined from parking areas to buildings (specifically for Building B);
- Revised landscape plantings at development entrance/ exits to ensure adequate site lines for drivers;
- Electric vehicle charging spaces identified;
- Improved traffic circulation through site;
- Improved mitigation for off-site locations.

The referenced revisions have been incorporated into all other preliminary development plans as appropriate.



City of Peabody
DEPARTMENT OF PUBLIC SERVICES

50 FARM AVENUE
PEABODY, MASSACHUSETTS 01960-3902

CITY ENGINEER
MUNICIPAL GARAGE
SOLID WASTE

TELEPHONE (978) 536-0600 • FAX (978) 535-3754

WATER SUPPLY
SANITARY SEWERS
STREETS & DRAINAGE

MEMO TO: Peabody Zoning Board of Appeals

FROM: William Paulitz, P.E., City Engineer. *William Paulitz 1/21/21*

SUBJECT: 15 King Street

DATE: February 1, 2021

- CC:
- Robert LaBossiere, Director (via email)
 - Curt Bellavance, Community Development Director (via email)
 - Ezra Haber Glenn, AICP, Public Planning, Research & Implementations, Inc. (via email)
 - Wayne Keefner, P.E., Design Consultants, Inc. (via email)
 - Scott Thornton, P.E., Vanasse & Associates, Inc. (via email)
 - Al Chow, HDG King Street, LLC (via email)
 - Jason Panos, Esquire (via email)
 - Bruce Adams, P.E., Weston & Sampson (via email)
 - Cassandra Albrecht, E.I.T., Weston & Sampson (via email)
 - Tiffany Labrier, P.E., Tighe & Bond (via email)
 - Janet Carter Bernardo, P.E., Horsley Witten Group (via email)
 - Rodney Emery, P.E., PTOE, WorldTECH Engineering (via email)

The Department of Public Services is in receipt of the following documents for 15 King Street:

- 1) King's Residences Chapter 40B Comprehensive Permit Application
- 2) Design Khalsa Architectural Plans for King's Residences dated 3/20/2020
- 3) Design Consultants, Inc.'s Preliminary Site Development Plan for King's Residences dated 3/16/2020
- 4) Design Consultants, Inc.'s Preliminary Site Development Plan for King's Residences sheet C-102 dated 3/16/2020, revised 1/12/2021
- 5) Design Consultants, Inc.'s Stormwater Management Plan dated 3/6/2020 revised 1/12/2021
- 6) Weston & Sampson Water Service System Evaluation dated 1/29/2021
- 7) Tighe & Bond Wastewater Capacity Peer Review Letter dated 1/29/2021
- 8) Horsley Witten Group Stormwater & Environmental Peer Review Letter dated 1/22/2021
- 9) WorldTECH Engineering Traffic Peer Review Letter dated 12/23/2020

We offer the following comments:

Water

Be advised the applicant shall address Weston & Sampson's recommendations within their peer review letter dated January 29, 2021 attached to this memorandum.

In addition, please find the specific recommendations being issued by our Department:

- 1) All water connections shall be cut and capped at the main prior to demolition of the existing buildings.
- 2) Be advised there are 2 water mains located within King Street, a 12-inch water main and a 6-inch water main. All new water services shall be tied into the City's 12-inch water main.
- 3) The applicant will install 4 additional gates along King Street to isolate each building to minimize future water interruptions to the complex.
- 4) The Peabody Fire Department should be requested to weigh in on the lack of proposed fire hydrants on the property. Be advised all future hydrant locations need to be approved by this Department.

Wastewater

Please find Tighe & Bond's recommendations within their peer review letter dated January 29, 2021 attached to this memorandum. Be advised the applicant will be required to follow the recommendations outlined in this letter in respect to CCTV inspecting the Ellsworth Road, King Street and Lowell Street sewer mains¹ (estimated cost \$5,000 - \$10,000²) and the rehabilitation recommendations that result from the inspection (estimated cost \$175,000-\$200,000²). This work shall be completed prior to the issuance of a sewer permit from this Department and will be considered the applicant's fulfillment of the City's Inflow/Infiltration reduction project assigned by the City.

In addition, please find the specific recommendations being issued by our Department:

- 1) All wastewater connections shall be cut and capped at the sewer main prior to demolition of the existing buildings.
- 2) The site plan shows the proposed sewer lateral for Building A tying into an existing onsite sewer manhole. The existing onsite wastewater infrastructure is over 60 years old (ranging from 1908-1962). A new sewer lateral is to be installed from Building A to the City's sewer main located within King Street.
- 3) The applicant needs to show their proposed sewer laterals for Building B and Building C on the site plan.

¹As shown highlighted on Image 1 on sheet 5 of Tighe & Bond Peer Review Letter dated 1/29/2021.

²Cost estimates taken from Tighe & Bond Peer Review Letter dated 1/29/2021

Stormwater & Environmental

Be advised the applicant shall address the Horsley Witten Group's recommendations within their peer review letter dated January 22, 2021 attached to this memorandum.

In addition, please find the specific recommendations being issued by our Department:

- 1) Soil testing needs to be completed within infiltration area #2 prior to this Department continuing its review.
- 2) The applicant shall increase the volume of infiltration in infiltration area #1 to achieve the runoff reductions that were originally proposed under their initial stormwater application dated 3/6/2020.
- 3) The applicant shall justify why parking lot stormwater is not being infiltrated onsite.
- 4) Details for infiltration area #1 and #2 shall be included on the site plan detail sheet.
- 5) The applicant shall provide groundwater mounding calculations for both onsite infiltration areas.
- 6) Prior to the City issuing a building permit the applicant shall provide this Department with a copy of the finalized roof connection plan that shows the roof drainage tying into the 2 infiltration beds.
- 7) A bed bottom inspection shall be conducted of the proposed infiltration beds by the applicant's licensed soil evaluator and this Department. This inspection shall take place prior to the installation of any stone within the infiltration beds.
- 8) The applicant is proposing to tie into the stormwater system on Southwick Road. It should be noted this a private road and drainage system, and as such the applicant will need to gain permission to do so. The applicant shall confirm the condition of this line and determine if there is adequate capacity to handle this direct tie-in. Ultimately this drainage system ties into the City's drainage on Lowell Street, as such the tie in should take place down gradient of the existing catch basin.
- 9) A 12-inch wide (min.) by 4-inch high (min.) concrete berm shall be installed between the proposed trench drain and garage entrance. This is to be installed to minimize the amount of stormwater entering the parking garage and ultimately the City's sewer system if the trench drain were not to be properly maintained.
- 10) All onsite catch basins are to be installed with 4-foot sumps and hoods.
- 11) Drain manholes DMH 2 and DMH 5 shall be converted into water quality inlet structures.
- 12) The applicant shall specify on the plan which catch basins within Ellsworth Road, King Street and Southwick Road that are to be fitted with silt sacks.
- 13) The applicant shall address slope stabilization for all slopes greater than 4:1.

Traffic & Pedestrian Accommodations

Be advised the applicant shall address the WorldTECH Engineering's recommendations within their peer review letter dated December 23, 2020 attached to this memorandum. This letter addresses recommended upgrades at the following intersections: Lowell/King/Endicott, King/Ellsworth and Lowell/Emerson in addition to onsite parking issues.

In addition, please find the specific recommendations being issued by our Department:

- 1) The applicant shall conduct a safety audit of the Lowell/King/Endicott intersection as part of the applicant's approval. At a minimum the upgrade recommendations listed in the December 23, 2020 WorldTECH Engineering letter shall be implemented.
- 2) The applicant will be responsible for installing an ADA compliant concrete sidewalk along their frontage along Ellsworth Road and King Street. This installation shall include straight granite curbing.
- 3) The parking garage access drive is greater than 13.5% grade and terminates with a 90-degree turn. This combination will be problematic in the wintertime.
- 4) The applicant shall provide a turning template for delivery and moving trucks for the proposed parking lot.
- 5) Two of the three dumpster locations don't appear to be accessible for pickup. The applicant shall address this issue.
- 6) The applicant is requesting a 31% reduction in parking spaces (310-spaces down to 213-spaces) while proposing 64% of those remaining spaces (136-spaces) be designated as compact. The combination of reducing the number of parking spaces while increasing the number of compact spaces will most likely result in an inadequate number of onsite parking spaces. It is recommended that if the Board chooses to allow the reduction of the number of onsite parking spaces, that a minimum parking ratio of 1.7 is held resulting in a total number of 227 parking spaces. Of these 227 parking spaces it is recommended that a maximum of 10% of them (22-spaces) be allowed to be designated as compact.
- 7) The applicant needs to show the designated snow storage locations on the property. These areas shall be located within the property and designated in areas that do not interfere with pedestrian access and vehicle line of sight. In addition, the applicant shall not plow snow off of their property and into the City's Right-of-Way.

Peabody Zoning Board of Appeals
15 King Street
February 1, 2021
Page 5

Be advised the following documents are attached to this memorandum:

- 1) Weston & Sampson Water Service System Evaluation dated 1/29/2021
- 2) Tighe & Bond Wastewater Capacity¹ Peer Review Letter dated 1/29/2021
- 3) Horsley Witten Group Stormwater & Environmental Peer Review Letter dated 1/22/2021¹
- 4) WorldTECH Engineering Traffic Peer Review Letter dated 12/23/2020²

Should you have any questions and/or comments please feel free to contact me at 978-536-7126.

¹The Horsley Witten Group letter was previously provided to both the Board and the applicant's representative on 1/28/2021.

²The WorldTECH Engineering letter was previously provided to both the applicant's representative on 12/23/2020 and to the Board on 1/15/2021.

January 29, 2021

William G. Paulitz, PE
City Engineer
City of Peabody
Department of Public Services
50 Farm Avenue
Peabody, MA 01960

**Re: King's Residences Development, Peabody MA
Water Service System Evaluation**

Dear Mr. Paulitz:

As required, Weston & Sampson has completed the water system evaluation of the proposed King's Residences development, located at 15 King Street in Peabody, MA. The purpose of this evaluation was to determine if the proposed development will receive adequate water pressure and fire flows from the existing Peabody water system, as well as any impact the development may have on existing Peabody water customers in the area.

This development includes 133 condominium type housing units, encompassing 221 bedrooms, in 3 five-story buildings. The plans provided by Khalsa Design Inc. indicate that the proposed development's water service will be obtained by connecting to the existing 12-inch cast iron water main in King Street. Each building will be fed by separate domestic and fire water service lines. The size of the domestic and fire water service lines is not shown on the plans, but there is a note that they are to be confirmed by the plumbing and fire protection engineers. There are no proposed hydrants shown on the proposed development's property.

REGULATIONS AND EVALUATION CRITERIA

Massachusetts Department of Environmental Protection (MassDEP) regulations were used as the basis for our determination. MassDEP Guidelines and Policies for Public Water Systems and Massachusetts General Law (310 CMR 22.04) require that any public water system must provide 35 pounds per square inch (psi) pressure to all homes and businesses under all normal conditions of flow. Normal conditions include peak hour demands, usually the most severe demand condition that occurs during the hottest summer days.

MassDEP Guidelines and Policies for Public Water Systems and Massachusetts General Law (310 CMR 22.19) require that any public water system shall provide 20 psi pressure under fire flow situations. System adequacy is evaluated under a fire flow situation occurring during a maximum day domestic demand condition. MassDEP sets regulation with guidance from the Insurance Services Office's (ISO) needed fire flow requirements.

The ISO is an independent organization that services insurance companies and fire departments. The ISO estimates needed fire flow requirements at representative locations throughout communities and publishes the methodology for calculating needed fire flow for individual buildings. The ISO publishes the Guide for Determination of Needed Fire Flow. Given the plan for the development and these guidelines, the minimum required fire flow for this development can be estimated at 2,000 – 2,500 gallons per minute (gpm) at 20 psi.

SERVICE AREA AND MODEL DEVELOPMENT

Innowyze InfoWater hydraulic modeling software was used to model the impact of the proposed development on the water distribution system. We currently maintain a hydraulic model of the city's water distribution system in this software package, making it possible to add the development and model its effects on the water system.

The water demands for the existing condition and proposed development were provided by HDG King Street LLC, as calculated by Allen & Major Associates, Inc. and were based on Title V (310 CMR 15.000) wastewater flow generation estimates. The maximum daily flow rate for the existing condition was calculated to be 12,317 gallons

per day (gpd) and for the proposed development was calculated to be 26,741 gpd. This equates to an expected increase of 14,424 gpd.

An average day demand for the development was obtained by dividing the maximum day demand by a peaking factor of 2. A peak hour demand for the development was obtained by multiplying the maximum day demand by a peaking factor of 1.5. Table 1 shows the estimated water demands for the proposed development.

TABLE 1
Estimated Water Demands – King's Residences

| Demand Condition | Daily Demand (gpd) |
|------------------|--------------------|
| Average Day | 13,371 |
| Maximum Day | 26,741 |
| Peak Hour | 40,112 |

The demands shown in Table 1 are to be used for planning purposes. The demand does not represent the true peak demand based on fixture count that will be used for sizing the water services and meters within the proposed development.

The plans provided by Khalsa Design Inc. indicate that the highest finished floor elevation in the proposed development is the fifth floor of each building at 129.3 feet. The domestic pressure to the proposed development was modeled at this proposed highpoint, as it represents a worst-case scenario.

MODELING RESULTS

Average day, maximum day, and peak hour demands were imposed on the calibrated model to identify flow and/or pressure deficiencies within the proposed development and in the surrounding system.

Peak Hour

Under the worst case peak hour demand condition, the water system is required to maintain a minimum working pressure of 35 psi.

One hydrant flow test was conducted by Allen & Major Associates, Inc. on March 3, 2020 and revealed a static pressure of 70 psi at the hydrant on King Street nearest the proposed development. This static pressure was confirmed in the hydraulic model. At this static pressure, the top floors of the proposed development would receive a pressure of 48.7 psi. As this data is from March, which typically sees average day demands, the pressure at the top floors of the proposed development is expected to be approximately 5-10 psi lower during the summer months. The maximum pressure expected at the ground level of the development is 85 psi. During all scenarios, the pressure is expected to be in excess of the required 35 psi.

Fire Flow

It is anticipated that the fire flow requirement for the proposed development will be approximately 2,000 to 2,500 gpm for at least 2 hours at a residual pressure of 20 psi. The flow requirement includes two components – fire sprinklers and fire hydrant hose stream. The actual fire flow requirement will depend on building use, construction materials, number of stories, fire sprinkler system type, etc. and is typically calculated by the developer's fire protection engineer following decisions on the above.

The flow test conducted by Allen & Major Associates, Inc. on March 3, 2020 revealed an available fire flow of approximately 5,120 gpm at 20 psi on King Street across the street from the proposed development. This flow test is representative of an average day demand condition.