

In addition, the applicant should state what the average parking ratio is for the 8 townhouse units per the Institute of Transportation Engineers Parking Generation Manual 5th edition. This ratio may be higher than that of 1.31 for a multifamily mid-rise building.

The Board should recognize that this project requires the use of tandem parking spaces to achieve a parking ratio of 1.58.

Response: No further comment required.

5. The applicant shall address the lack of snow storage on the site by identifying the designated snow storage areas on the property. Snow cannot be stored in designated parking areas as this will force people to park on the local streets during the winter months.

The proposed snow storage areas depicted on the site plans appear to be inadequate for the purposes of snow storage. Once the designated onsite snow storage areas have become full, the development will be in jeopardy of losing onsite parking. The applicant needs to address this concern.

Response: The Applicant requests that the Board condition any approval requiring the Applicant submit a comprehensive snow management plan which will outline locations for on site snow storage (as shown on the current plan), procedures for building management to notify tenants of snow removal procedures to move exterior vehicles and provisions for off-site removal and disposal of snow that exceeds on site capacity. The Applicant will work with the management company and a local snow removal contractor in formulating said plan.

6. The applicant shall address the lack of dumpsters on the property.

The site plans have been revised to show a proposed dumpster location. The property's flood evacuation plan should include removal of the onsite dumpster prior to large scale rain events. This will reduce the chances of the dumpster floating away during a flood.

Response: The Applicant would welcome a condition of any approval requiring the trash removal contract include provisions for removal of the dumpster from the site prior to any anticipated flood events. We will work with the City Engineer to establish a forecasted rainfall amount that will trigger the removal.

7. Curb cut and sidewalk details need to be submitted for the project.

The applicant has not addressed this comment. Be advised all curbing within the public right-of-way shall be straight faced granite and the City's sidewalk shall be constructed of concrete. The driveway entrance/exit as currently designed do not appear to be ADA compliant, the applicant shall address this.

Response: Plans will be revised to include these details.

Additional Traffic/Pedestrian Access Comments:

- 8. The Board should consider having the applicant join the North Shore Transportation Management Association (NSTMA) for a 5-10 year commitment. Joining the NSTMA may help in reducing the resident's dependence on automobiles and reduce the concern of residents utilizing on street parking.*

Response: The Applicant does not believe this is necessary and has concerns regarding the long-term viability of the NSTMA. The Applicant has previously made commitments to post public transportation schedules and car/vanpool resources for project residents that can be accessed without membership in the NSTMA. In addition, the Applicant is providing bus shelters on Washington Street which are acknowledged by the MBTA to be a very strong enticement to bus use. This should satisfy the concerns from DPS noted above.

- 9. The applicant shall address any outstanding comments with the attached WorldTECH Engineering's peer review letter dated April 21, 2021.*

Response: See responses below.

Wastewater

1. The applicant's project is expected to increase their sewer loading from 300 GPD (current use) to 15,400 GPD (140-bedrooms), an increase of 15,100 GPD. The applicant will be subject to removing 200% (30,200 GPD) of these additional flows through either an inflow/infiltration (I/I) project assigned by the City or through a monetary payment into the City's I/I removal fund.

The applicant has acknowledged the requirement to complete an assigned Inflow/Infiltration removal project that will remove 30,200 GPD from the City's wastewater system or through a payment of \$151,000 into the City's I/I removal fund.

Response: No further comment required.

2. The applicant will be responsible for having a certified Manhole Assessment Certification Program (MACP) contractor perform inspections on the 9 sewer manholes associated with the Oak Street sewer main. These inspections shall comply with NASSCO's Manhole Assessment (MACP) level 2 protocols. These sewer manhole inspections shall be coordinated with the Public Services Department.

The applicant has acknowledged the requirement to perform the above-mentioned work.

Response: **The Applicant would welcome such a condition.**

Water/Fire Protection

In discussions with the City's water consultant Weston & Sampson and the Peabody Fire Prevention Office, it was determined that the following needs to be done for the building to receive adequate water pressure and fire flows:

1. The project's proponent will be required to install a new 12-inch water main to replace the existing 6-inch water main on Oak Street from the intersection of Washington Street to a new hydrant at their driveway entrance way.

The site plan has been revised to include a new 12-inch water main from Washington Street to a proposed fire hydrant on Oak Street (in front of their building). In discussions with the Fire Department, it was determined that the fire hydrant shall be relocated 45-feet further down Oak Street (toward Sanborn Street) and the new 12-inch main shall be extended to this relocated hydrant.

In addition, the applicant shall install 2 additional 12-inch gates on the watermain at their tie in point.

Response: **The plans will be revised accordingly.**

2. The applicant will need to loop an 8-inch water main through their property as previously shown on the Eastern Land Survey Associates plan. This water main is to connect to the new 12-inch watermain on Oak Street and loop through to the existing water main on Little's Lane.

The applicant has provided the requested 8-inch water main loop from the new 12-inch main on Oak Street to Little's Lane. The applicant needs to add 2 additional gates on the existing water main in Little's Lane at their tie in point.

Response: **The plans will be revised accordingly.**

3. The applicant will need to install a total of 3 fire hydrants for the project.
- a. The first hydrant will be at the project's entrance off the 12-inch watermain on Oak Street. This hydrant is to be positioned so that the Fire Department can connect to the hydrant as they pull into the site.

The proposed fire hydrant shall be relocated 45-feet further down Oak Street (toward Sanborn Street) and the new 12-inch main shall be extended to this relocated hydrant.

Response: The plans will be revised accordingly.

- b. The second hydrant will need to be installed within a set distance established by the Peabody Fire Prevention Office to the building's sprinkler room. This hydrant will need to be off of the 8-inch watermain.

An additional fire hydrant has been added to the plans, it is recommended that the Fire Department provide an opinion on its location.

Response: No further comment required.

- c. The third hydrant will be in the rear of the property by the Little's Lane access way. This hydrant will also be off of the 8-inch watermain that the proponent is proposing to loop through their property.

An additional fire hydrant has been added to the plans, it is recommended that the Fire Department provide an opinion on its location.

Response: No further comment required.

- d. The Peabody Fire Department may require additional fire hydrants to be installed as part of this project. All future hydrant locations need to be approved by this Department.

This comment still stands.

Response: No further comment required.

Stormwater/Environmental

In addition to the items listed in the attached Horsley Whitten Group Stormwater/Environmental Peer Review dated August 31, 2020 we offer the following comments:

1. Partner Engineering and Science, Inc.'s 2016 Phase I Environmental Site Assessment Report Elk's Lodge #1409 dated June 21, 2016 recommends *a limited subsurface investigation should be conducted in order to determine the presence or absence of former USTs, subsurface collection systems, and soil and/or groundwater contamination due to the former use of the subject property as an auto garage and auto repair facility (from about 1914 to at least 1949).*

Our Department recommends that any decision issued by the Board for this project, require a subsurface investigation be conducted prior to construction to determine the presence or absence of former USTs, subsurface collection systems, and soil and/or groundwater contamination due to the former use of the subject property as an auto garage and auto repair facility (from about 1914 to at least 1949) per the recommendation of the applicant's Environmental firm Partner Engineering and Science, Inc.

Response: The Applicant would welcome such a condition.

2. The wetland flags with their associated numbers shall be shown on the site plans.

The applicant is proposing to delineate the existing wetland prior to filing a Notice of Intent with the Conservation Commission. It should be noted that the rear building is to be constructed approximately 7-feet off the wetland line. In addition, the overall project limits are within 3-feet of the wetland. It is important that the line be established at this time so the Board can make an informed decision on this project.

Response: The wetlands will be delineated prior to the next hearing and information added to the plans.

3. The site is located within the FEMA 1% Annual Chance Flood Plain (100-year Flood Plain), which is designated at elevation 27. The lowest part of the applicant's property is at elevation 19.9.

This comment still stands.

Response: No further comment required.

4. The site plans call for the main building's parking area to be between elevations 20.6 – 23.0. With a flood plain elevation of 27, every year there is a 1% chance the main building could be surrounded with up to 6.4-feet of flood water.

It is strongly recommended that the Board reach out to the Fire Department and Police Department in respect to the applicant's proposed evacuation plan.

The applicant should install permanent signage stating that the property is located within the flood plain and that no cars should be parked onsite during large storm events. In addition, the onsite dumpster should be removed prior to any large storm event that is predicted to cause onsite flooding.

0 **Response:** The proposed evacuation and emergency response plan was presented to the Board and Fire Department in March of 2020. The Applicant is amenable to site signage but would request the City Engineer specify the 24-hour rainfall event that defines "any large storm" so that the management company can educate, notify, and properly implement the plan.

5. The applicant will need to submit calculations showing that there is no loss to the 1% Annual Chance Flood Plain as a result of this project.

The applicant shall provide additional detail on why they are filing between elevations 20 -21 but are not providing compensatory flood storage at this elevation.

Response: Additional information will be submitted clarifying the basis of our analysis demonstrating compliance with the requirement of no loss in flood storage.

6. All proposed retaining walls shall be designed to prevent ponding on the applicant's and/or abutter's property.

The project may require the use of a swale to prevent ponding behind the southerly retaining wall. The applicant shall further investigate this issue.

Response: The need for a swale will be further investigated and plans revised if needed.

7. This project shall minimize the amount of impervious area to the greatest extent possible and maximize the amount of stormwater infiltration on the site.

The applicant has removed the rear infiltration area that was being proposed. As such, the front infiltration area shall be increased in size to accommodate additional onsite infiltration.

Response: The front infiltration system will be enlarged. Plans and calculations will be revised and submitted to the Board, City Engineer and Peer Review Consultant for review in advance of the next meeting.

8. No additional stormwater will be allowed to enter the municipal drainage system on Oak Street.

Downtown Peabody has suffered at least 8 major flooding events in the past 25-years: October 1996, June 1998, April 2004, May 2006, March 2010, March 2010, October 2011 and December 2014. Three of these storms were declared Federal Disasters. The May 2006 and the two March 2010 storms resulted in a total of \$15,000,000 in damages.

Before this Department will entertain a privately owned drainage system tying into the City's drainage system, the applicant will need to increase the amount of infiltration being proposed on their property.

Response: As noted above the front infiltration system will be enlarged. Plans and calculations will be revised and submitted to the Board, City Engineer and Peer Review Consultant for review in advance of the next meeting.

9. The applicant's stormwater calculations shall include all contributing areas to the existing and proposed sub-catchment areas (i.e. abutting properties).

The applicant has adequately addressed this item.

Response: No further comment required.

10. The applicant shall provide stormwater calculations for pre and post runoff rates for the 100-year storm event.

The applicant needs to provide pre runoff rates for the 100-year storm event.

Response: 100-year storm event pre runoff rates will be added to the stormwater report.

11. The applicant shall provide stormwater calculations that show pre and post runoff volumes in ac-feet for the 2-year, 10-year, 25-year and 100-year storm events.

The applicant needs to provide pre runoff volumes for the 100-year storm event.

Response: 100-year storm event pre runoff volumes will be added to the stormwater report.

12. Total suspended solids shall be mitigated onsite and not allowed to enter the municipal drainage system. The applicant shall provide documentation that the pretreatment structure being proposed will provide the required TSS removal. Per DEP guidelines the Stormceptor 450i will not achieve the 80% TSS removal requirements.

The applicant has updated the plan to include Stormceptor STC 900 units. In order to achieve 80% TSS removal for the stormwater system drain manhole DMH A4 needs to be converted over to a Stormceptor.

Response: The Applicant will revise plans and calculations and submit to the Board, City Engineer and Peer Review Consultant for review in advance of the next meeting.

13. The applicant needs to provide details on their proposed blue roof.

Our Department recommends that any decision issued by the Board for this project shall require the installation of a blue roof for the main building's roof as indicated in the Hancock Associates letter to the Zoning Board of Appeals dated March 10, 2021.

Response: The Applicant would welcome such a condition.

14. A separate reinforced concrete (or ductile iron) drain line and associated 30-foot wide easement shall be provided from Elliot Place/Little's Lane to Oak Street as part of this development. The proposed drain easement shall be clear of privately-owned utilities, including drainage structures not owned by the City.

The applicant's approach to detain both municipal stormwater and parking lot runoff in underground storage structures is acceptable.

Response: No further comment required.

15. The applicant will be responsible for conducting and documenting an inspection of the municipal drain line and associated downstream piping system that they are planning to tie into. The inspection report shall include a copy of the closed television inspection video (in DVD format) conducted on the associated piping.

Our Department recommends that any decision issued by the Board for this project shall require a video inspection of the drain line prior to applying for a building permit.

Response: The Applicant would welcome such a condition.

16. All stormwater piping (private or public) located in the City's right-of-way shall be reinforced concrete pipe.

This comment still stands and needs to be addressed at this time.

Response: The Applicant would welcome such a condition.

17. The reinforced concrete pipe shown on the site plan that runs from a catch basin on the applicant's property and terminates within the Peabody Historical Society property shall be field located and its invert determined.

The applicant is proposing to further investigate the buried pipe during the Notice of Intent process with the Conservation Commission. This is an acceptable approach.

Response: No further comment required.

18. Both stormwater infiltration system 1 and 2 appear to be within groundwater. Soil testing needs to be conducted at both infiltration systems by a Massachusetts licensed soil evaluator and witnessed by this Department.

Our Department recommends that any decision issued by the Board for this project shall require additional subsurface investigation of the front infiltration area be conducted prior to applying for a building permit. This investigation shall be done by a Massachusetts licensed soil evaluator and witnessed by this Department.

Response: The Applicant would welcome such a condition.

19. The applicant will need to provide groundwater mounding analysis for both infiltration systems.

The applicant's position of not being able to raise the site to increase the separation between the bottom of the infiltration and the seasonal high groundwater table is understood.

Our Department recommends that any decision issued by the Board for this project require additional subsurface investigation in the area of the front infiltration area be conducted prior to applying for a building permit. This investigation shall be done by a Massachusetts licensed soil evaluator and witnessed by this Department.

Response: *The front infiltration system will be enlarged. Plans and calculations will be revised and submitted to the Board, City Engineer and Peer Review Consultant for review in advance of the next meeting.*

20. The applicant needs to address how stormwater is being handled under the proposed apartment building.

Be advised, it is our Department's stance that the stormwater being detained under the proposed building will not be allowed to tie into the City's municipal sewer system. This Department will entertain the stormwater system under the building to be tied into the developer's private onsite drainage system and ultimately into the City's municipal stormwater system located within Oak Street with the following requirements:

- a. The applicant will need to increase the amount of infiltration being proposed on their property.*
- b. The site be graded to ensure stormwater is pitched away from the building at a minimum of a 3% slope for 20-feet.*
- c. The site plan shall be updated to include the proposed infrastructure needed to collect the stormwater under the building.*
- d. A MDC trap is to be installed as shown on the site plan.*
- e. The applicant will need to obtain written permission from the City's Plumbing Inspector's Office waiving the requirement that the stormwater be plumbed into the municipal sewer system.*

Response: *These items will be included on Final Plans issued to the City prior to the start of construction. The Applicant would welcome such a condition.*

21. The applicant shall provide a construction plan that shows the proposed erosion control, stockpiling, construction entrance and how the proposed infiltration areas will be protected during construction.

The applicant is requesting to delay providing this information until they file with the Conservation Commission. Since the construction entrance and the infiltration system

is outside the 100-foot wetland buffer it is recommended that this comment be addressed at this time.

Response: Revised plans will be submitted to the Board, City Engineer and Peer Review Consultant for review in advance of the next meeting.

22. The Operation and Maintenance Plan shall be revised to provide a telephone number and mailing address for 40 Oak Street Development LLC. In addition the O&M shall direct the property owner/responsible party to mail proof of inspections and cleaning of the stormwater system to the Public Services Department c/o Environmental Engineer, 50 Farm Avenue, Peabody, MA 01960 by October 31st of every year and to retain a copy for themselves.

The applicant is proposing to further refine the stormwater O&M during the Notice of Intent process with the Conservation Commission. This is an acceptable approach.

Response: No further comment required.

Additional Environmental/Stormwater Comments

23. *The site plan calls for drain manhole C6 to be installed within Oak Street. This drain manhole appears to provide no purpose, what is the reason for this drain manhole?*

Response: Drain manhole 6 will be eliminated on revised plans.

24. *There are 3 existing catch basins at the intersection of Elliot Place and Littles Lane. The site plan calls for the invert of one of these catch basins to be raised 6-inches and to be pitched at 0.65%. If the applicant is going to raise the invert of this catch basin then the following items are required:*

- a) The pipe should be pitched at a minimum of a 1% slope.*
- b) The outlet pipe of the other 2 catch basins at this intersection shall be shown on the site plan.*

Response: The plans will be revised accordingly.

10. *The applicant shall provide closed drainage pipe calculations utilizing the rational method for the catch basin network within the proposed site as well as the replacement pipe. The watershed area of Elliot Place shall be considered in the drainage calculations for the replacement pipe. (per the Horsley Witten Group peer review letters 8/31/20 and 4/19/21)*

Response: The Applicant will revise calculations to include this analysis and submit to the Board, City Engineer and Peer Review Consultant for review in advance of the next meeting.

11. *The site plan calls for a Stormtrap detention system to be installed approximately 3-feet or less off the abutting property. The following items need to be addressed:*
- a. *The site plan shall show dimensions from the edge of the Stormtrap system to the property line.*
 - b. *There appear to be trees and a concrete privacy wall on the abutting property adjacent to the proposed Stormtrap system. How does the applicant propose to excavate approximately 3-feet off the property line to a depth of 6-feet while protecting the abutters' property?*
 - c. *Any trees, fences, walls, sheds or other items within 10-feet of the proposed Stormtrap system should be field located and shown on the site plan.*
 - d. *The applicant shall clarify if the Stormtrap footprint shown includes the 1-foot overhang for the concrete slab.*
 - e. *The Stormtrap detail has a call out to see sheet 2.1 for details on the poured concrete slab. Where is sheet 2.1?*
 - f. *The Stormtrap detail has a call out to see sheet 4.0 for details on the backfill specifications. Where is sheet 4.0?*
 - g. *A note shall be added to the plan stating that the Stormtrap shall be tested for watertightness in the presence of the Department of Public Services prior to it coming online.*

Response: The Applicant will revise plans and details and submit to the Board, City Engineer and Peer Review Consultant for review in advance of the next meeting.

12. *The applicant shall address any outstanding comments with the attached Horsley Witten Group peer review letter dated April 19, 2021.*

Response: See below for responses.

13. *The existing conditions sheet is blurry and not to scale.*

Response: A clearer Existing Conditions plan will be included with the next submission.

MITIGATION

VAI Response

With regard to mitigation, the Applicant is willing to address the Project's impacts on city streets through monetary donations to a City Infrastructure Fund. Funds are intended to be directed towards existing deficiencies noted in the City Engineer and Peer Review letters, as well as addressing pedestrian improvements. The following funds are proposed:

<i>Pavement Markings and Road Signage -</i>	<i>\$5,000</i>
<i>Oak Street Pavement Mill and Overlay -</i>	<i>\$65,000</i>
<i>Washington Street/Oak Street Curb Extensions -</i>	<i>\$10,000</i>
<i>Washington Street Bus Shelters -</i>	<i>\$10,000</i>
<i>TOTAL -</i>	<i>\$90,000</i>

The following off-site mitigation is proposed:

The Applicant will provide a \$5,000 allowance to the City for the use of improving signage and striping on Oak Street.

The Applicant will provide a \$65,000 allowance to the City for the use milling and overlaying Oak Street between Sanborn Street and Washington Street.

In addition, the Applicant will provide a \$10,000 allowance to the City for installation of bus shelters at the bus stops on Washington Street located south of the intersection with Aborn Street.

Lastly, the Applicant will provide a \$10,000 allowance for curb extensions at the intersection of Washington Street with Oak Street.

WorldTech Comment:

The costs were reviewed for the pavement marking and road signs and Oak Street pavement mill and overlay are adequate and reflect an approximate cost of the identified improvements.

We recommend modifying the Washington Street/ Oak Street curb extension item to also include sidewalk improvements on Oak Street. We recommend increasing the mitigation contribution to \$35,000.

We recommend increasing the mitigation contribution for the bus shelters to \$15,000.

Response: *The Applicant believes the original contribution to be sufficient for the intended purposes, however, is willing to increase the contribution for these two items to \$35,000.00 (splitting the difference).*

PARKING

VAI Response

As WorldTech states in their original comment, the Institute of Transportation Engineers (ITE)2 Parking Generation 4th edition shows an average peak-parking demand of 1.23 vehicles per unit for low/mid-rise apartments, however the average bedroom count was 1.7 rooms per unit. For this project, 1.75 rooms per unit is proposed. If the average peak parking demand is increased by the percentage difference between 1.7 and 1.75 (or 2.9 percent), then the average peak-parking demand is 1.27 vehicles per unit. The Project is proposing a rate of 1.58 spaces per unit which is considerably higher than the average. However, it should be noted that the increased ITE average peak-parking demand of 1.27 is still lower than the rate of 1.325 if the 20 tandem spaces are excluded. This analysis is based on bedrooms while previous analyses were based on dwelling units; however, adequate parking is shown to exist using either metric.

WorldTech Comment

Without counting the tandem spaces, the parking supply will be very close to the estimated parking demand. Therefore, it will be important to manage the parking needs of the development to avoid parking deficiencies. Providing ongoing TDM measures and providing good pedestrian access and access to transit will help attract residents with fewer cars.

Response: The Applicant has previously submitted a TDM and has committed to its implementation with residents.

SITE PLAN

WorldTech Comment

We have reviewed the site plans revised on 4/6/2021 based on our previous comments. Outstanding comments are as follows.

- The proposed buildings at the rear of the property are within the 100-foot wetland buffer.

Response: We understand this fact and the need to file an application with the Peabody Conservation Commission.

- The driveways have two different styles. The entrance will be a driveway style curb cut, with a continuous sidewalk. The exit has a roadway style curb cut. If a roadway style curb cut is used, a crosswalk should be installed.

Response: The plans will be revised to have the same style of curb cut on both sides for consistency.

- There does not appear to be any space for snow storage. What will happen following snowstorms.

Response: Snow storage is depicted on the plans. Per Mr. Paulitz letter, he does not believe the quantity of snow storage is sufficient. As we responded above, the Applicant requests that the Board condition any approval requiring the Applicant submit a comprehensive snow management plan which will outline locations for on site snow storage, procedures for building management to notify tenants of snow removal procedures to move exterior vehicles and provisions for off-site

removal and disposal of snow that exceeds on site capacity. The Applicant will work with the management company and a local snow removal contractor in formulating said plan.

Horsley Witten Group

1. Standard 1 states that no new stormwater conveyances (e.g. outfalls) may discharge untreated stormwater directly to or cause erosion in wetlands or waters of the Commonwealth.
 - a. The Applicant has reduced impervious area, reduced the rate of discharge to the municipal system and does not appear to be discharging stormwater via a conveyance into the adjacent wetland.
The Applicant complies with Standard 1.

HW (04/19/21): No further comment required.

2. Standard 2 requires that post-development runoff does not exceed pre-development runoff off-site.
 - a. The Applicant included an Existing Drainage Area Figure and a Proposed Drainage Area Figure which indicate that the catchment areas are contained within the property boundaries. During HW's site visit on August 28, 2020 it was observed that the parking lot is lower than several of the abutting properties. HW recommends that the Applicant revisit the subcatchment areas and verify that the proposed stormwater management design includes the runoff from the abutting parcels.

HW (04/19/21): The Applicant has revised the drainage maps and HydroCAD modelling to include the contributing drainage areas from the abutting properties. No further comment.

- b. HW recommends that the Applicant clarify the design for the blue roof. The HydroCAD model indicates that the blue roof will provide 6 inches of storage over the entirety of the large apartment building. It is not clear from the plan set how this storage will be constructed. HW recommends that the Applicant include additional details or notes on the plan set.

HW (04/19/21): The Applicant has added a detail of a Zern Roof Drain to Sheet 7 of 7. The detail indicates that the drain is equivalent to a 2-inch orifice and that four roof drains will be required. The HydroCAD model includes four 2-inch orifices as the outlet device for the blue roof on Building 1. The Applicant has noted that the building structural design can accommodate the storage of snow or water on the roof. HW recommends that any decision issued for this project clearly indicate that Building 1 will be constructed with a blue roof.

Response: No further comment required.

- c. The Applicant has indicated that there is less than 2 feet of separation between the

proposed infiltration chambers and the estimated seasonal high groundwater (ESHGW). The estimated ground water elevation of the test pits conducted in January 2020 is not clear. HW recommends that the Applicant add the elevation at the surface and the elevation of the seasonal high ground water to the test pit logs provided on Sheet 4 of 6.

HW (04/19/21): The Applicant has not included the surface elevations or the elevations of the ESHGW to the test pit logs provided on Sheet 4 of 7 as requested. The Applicant has requested that the ZBA condition any approval on requiring soil testing prior to submission of Final Plans.

HW has estimated that ESHGW for Test Pit 4, located within the footprint of Infiltration System S1, is at approximately elevation 18.8. The bottom of the proposed infiltration chambers is set at 19.87. The Applicant has eliminated Infiltration System S2 from the proposed design. HW recommends that prior to installation the ESHGW below Infiltration System S1 be confirmed.

Response: Plans will be revised showing the soil test data with elevations and submitted to the Board, City Engineer and Peer Review Consultant for review in advance of the next meeting. We concur that the system is above ESHGW.

d. D The Applicant is required to comply with Standard 2 to the maximum extent practicable. It appears that the proposed design is an improvement over existing conditions however if the ESHGW elevation is above the bottom of the infiltration systems they will not function as designed. HW recommends that the Applicant confirm that the infiltration systems are not located within groundwater.

HW (04/19/21): The Applicant has not provided documentation confirming that the infiltration systems are not located within groundwater. However, based on the infiltration chamber design elevations and the test pit logs it appears that the proposed infiltration system is probably above the ESHGW. The Applicant has stated in the stormwater report that the StormTrap chambers are not above the groundwater elevation, but the design allows the chambers to function below groundwater as they are watertight.

HW has estimated that ESHGW is between elevations 18.5 and 20.0 for the entire site. The bottom of the detention StormTrap system is set at elevation 17.76. The HydroCAD model does not include infiltration for the StormTrap system which is appropriate. HW recommends that any decision issued for this project require that the StormTrap system be fully lined / watertight to avoid groundwater from entering the proposed detention system and consequently flowing out the municipal system.

Response: Plans will be revised showing the soil test data with elevations and submitted to the Board, City Engineer and Peer Review Consultant for review in advance of the next meeting. We concur that the system is above ESHGW. The intent of the StormTrap system is to be fully watertight. We have worked with the manufacturer to insure the design will comply with this requirement.

e. The Applicant has included a blue roof on the largest building, HW recommends that

the Applicant consider creating blue roofs on the two smaller buildings as well. Furthermore, HW recommends that the Applicant confirm that the cost of constructing the building with a blue roof is not overly excessive and therefore may be eliminated when construction drawings are developed. The Applicant may choose to investigate whether stormwater can be detained in pipes located under the parking lot.

HW (04/19/21): The Applicant has noted that the construction of the back buildings precludes blue roofs and has provided additional stormwater storage under the parking lot in the StormTrap chambers. No further comment.

3. *Standard 3 requires that the annual recharge from post-development shall approximate annual recharge from pre-development conditions.*
- a. The Applicant has noted that the proposed site contains hydrologic soil group (HSG) A with an associated infiltration rate of 2.41 in/hr. HW finds this classification and value to be acceptable.

HW (04/19/21): No further comment required.

- b. As noted above the Applicant is required to comply with Standard 3 to the maximum extent practicable. It appears that the proposed design is an improvement over existing conditions however if the ESHGW elevation is above the bottom of the infiltration systems they will not function as designed and will not provide the recharge as calculated by the Applicant. HW recommends that the Applicant confirm that the infiltration systems are not located within groundwater.

HW (04/19/21): See response 2.d. above. No further comment required.

4. *Standard 4 requires that the stormwater system be designed to remove 80% Total Suspended Solids (TSS) and to treat 1.0-inch of volume from the impervious area for water quality.*
- a. The Applicant has included three Stormceptors for pretreatment and has assigned them a TSS removal rate of 80%. HW recommends that the Applicant include the vendor's documentation illustrating that the chosen size of the structures will provide the suggested TSS removal.

HW (04/19/21): HW recommends that the Applicant provide documentation from the vendor that confirms that the size of the Stormceptors proposed (STC 900) provides the 80% TSS removal listed in the TSS Removal worksheet. HW notes that the Stormceptor 900 will likely meet the TSS removal credit listed however for documentation purposes the vendor's documentation should be provided.

Response: Documentation confirming TSS removal rates from the manufacturer will be included with the revised plans to be submitted to the Board, City Engineer and Peer Review Consultant for review in advance of the next meeting.

- b. HW further notes that MassDEP has stated that it is its practice to assign the Stormceptor 450i with a TSS removal rate of 25% as it acts similarly to a catch basin. HW recommends that the Applicant relocate the Stormceptor 450i proposed at CB B2 to DMH B3.

HW (04/19/21): The Applicant has replaced the Stormceptor 450i units to Stormceptor STC 900 units as well as removed the Stormceptor 450i from CB B2. No further comment.

5. *Standard 5 is related to projects with a Land Use of Higher Potential Pollutant Loads (LUHPPL).*

a. The site is not considered a LUHPPL, therefore Standard 5 is not applicable.

HW (04/19/21): No further comment required.

6. *Standard 6 is related to projects with stormwater discharging into a critical area, a Zone II or an Interim Wellhead Protection Area of a public water supply.*

a. The site is not within a critical area, therefore Standard 6 is not applicable.

HW (04/19/21): No further comment required.

7. *Standard 7 is related to projects considered Redevelopment. A redevelopment project is required to meet the following Stormwater Management Standards only to the maximum extent practicable: Standard 2, Standard 3, and the pretreatment and structural best management practice requirements of Standards 4, 5, and 6. Existing stormwater discharges shall comply with Standard 1 only to the maximum extent practicable. A redevelopment project shall also comply with all other requirements of the Stormwater Management Standards and improve existing conditions.*

a. The proposed project as designed will reduce impervious area and therefore is considered redevelopment, the Applicant is required to meet the Stormwater Management Standards only to the maximum extent practicable.

HW (04/19/21): No further comment required.

b. It is HW's opinion that the Applicant has improved the existing conditions of the site by decreasing impervious area, proposing water quality treatment and on-site attenuation to site runoff before discharging into the municipal drain line.

HW (04/19/21): No further comment required.

8. *Standard 8 requires a plan to control construction related impacts including erosion, sedimentation or other pollutant sources.*

a. HW recommends that the locations and details of the erosion and sedimentation control measures proposed in the Erosion and Sediment Control Plan be indicated on the design plans, including construction entrance, soil stockpiles, staked straw wattles, siltation fence, inlet protection, and dewatering.

HW (04/19/21): The Applicant has stated that the requested details will be provided to the Conservation Commission during the Notice of Intent approval process.

Response: The Applicant would welcome such a condition.

b. HW recommends that any stockpiling areas be located outside the 100-foot buffer zone of the neighboring wetlands.

HW (04/19/21): The Applicant would accept this requirement as a condition of

approval.

Response: The Applicant would welcome such a condition.

- c. HW recommends adding a provision that inlet protection be installed in all new catch basins immediately after they have been constructed.

HW (04/19/21): The Applicant would accept this requirement as a condition of approval.

Response: The Applicant would welcome such a condition.

- d. HW recommends that the Applicant note if any trees will be removed, or specific trees protected during construction. A tree protection detail should be provided if applicable.

HW (04/19/21): The Applicant would accept this requirement as a condition of approval.

Response: The Applicant would welcome such a condition.

9. *Standard 9 requires a Long-Term Operation and Maintenance (O & M) Plan be provided.*

- a. The Applicant has provided a Long-Term O&M Plan. HW recommends that the Applicant provide a simple plan, separate from the design plans that is drawn to scale and labels the location of all stormwater practices associated with the site.

HW (04/19/21): The Applicant would accept this requirement as a condition of approval.

Response: The Applicant would welcome such a condition.

10. *Standard 10 requires an Illicit Discharge Compliance Statement to be provided.*

- a. The Applicant has stated that there are no known illicit discharges from the site currently or proposed and will provide a signed Illicit Discharge Compliance Statement prior to the discharge of any stormwater to post-construction best management practices (BMPs). HW recommends that this be included as a condition for any permits issued for this project.

HW (04/19/21): The Applicant would accept this requirement as a condition of approval.

Response: The Applicant would welcome such a condition.

11. *Additional Comments:*

- a. HW recommends that the Applicant provide closed drainage pipe calculations utilizing the rational method for the catch basin network within the proposed site as well as the replacement pipe. HW recommends that the watershed area of Elliot Place be considered in the drainage calculations for the replacement pipe.

HW (04/19/21): The Applicant has not included the closed drainage pipe calculations and has requested that the ZBA require receipt of the calculations as a condition of approval. HW has no objection to this condition if the reviewing authority, possibly the DPW, has the capacity to review the calculations.

Response: The Applicant will revise calculations to include this analysis and submit to the Board, City Engineer and Peer Review Consultant for review in advance of the next meeting.

b. The Applicant has indicated that the entire site is located within the 100-year flood plain. HW recommends that the Applicant provide compensatory storage calculations to ensure that the proposed development does not negatively impact the existing flood plain. The calculations should clearly indicate the storage of flood water beneath the buildings. HW further recommends that elevations of the buildings be provided to verify that flood waters can flow under the buildings without any restrictions.

HW (04/19/21): The Applicant has provided compensatory storage calculations dated March 11, 2021.

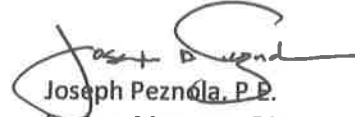
- HW was not able to replicate the proposed area for the 21-foot contour elevation.
- There are a few spot grades associated with the drainage structures and walls that should be reviewed by the Applicant along the southeast curb line. Specifically in the vicinity of CB 1A.
- It appears that north of Building 1 there should be a 22-foot contour between Building 1 and the driveway.

HW recommends that the Applicant provide additional clarification for the proposed 21-foot contour and review the areas noted above. The Applicant has noted that the flood storage between elevation 20 and 21 will be reduced. HW understands that the drain in Oak Street is too high to allow the proposed surface elevation to be any lower. The Applicant has proposed subsurface detention along the northwest property boundary utilizing 56 StormTrap chambers that are lined and therefore do not intercept the groundwater. The chambers may accommodate the flood storage below elevation 21 a large portion of which is coming from offsite through the municipal drainage system that intersects the sites stormwater system. HW recommends that the Applicant clarify if the chambers will provide the flood storage that will be lost between elevation 20 and 21.

Response: The Applicant will revise calculations to include further clarification of this analysis demonstrating that the project does not result in the loss of flood plain volume on site and submit to the Board, City Engineer and Peer Review Consultant for review in advance of the next meeting.

Please do not hesitate to contact our office should you have any questions or concerns. I can be reached at 508.460.1111 or jpeznola@hancockassociates.com.

Regards,
Hancock Associates


Joseph Peznola, P.E.
Project Manager, Director of Engineering

Cc: Michael and Patrick Larkin
Atty. John Smolak

McGinn
CITY OF PEABODY
29 April 2021

2021 APR 30 AM 11:25

Members of the Peabody Zoning Board of Appeals,

Regarding flooding, below is an excerpt from page 8 of the Department of Public Services (DPS) 40 Oak Street memo dated 27 April 2021:

8. No additional stormwater will be allowed to enter the municipal drainage system on Oak Street,

Downtown Peabody has suffered at least 8 major flooding events in the past 25-years: October 1996, June 1998, April 2004, May 2006, March 2010, March 2010, October 2011 and December 2014. Three of these storms were declared Federal Disasters. The May 2006 and the two March 2010 storms resulted in a total of \$15,000,000 in damages.

Before this Department will entertain a privately owned drainage system tying into the City's drainage system, the applicant will need to increase the amount of infiltration being proposed on their property.

Supplementing the above information from DPS, looking over a broader time horizon, there are photographic records and accounts of floods in this Flood Zone dating back to 1902. Since 1954, this Flood Zone has suffered major flooding fifteen times. There have been flooding events in this Flood Zone in 1954, 1968, 1979, 1987, 1996, 1998, 2001, 2004, 2006, 2010 (two separate events both in March), 2011, 2014 (two separate events one in October and one in December) and 2018.

Attachment 1 contains photos of the 40 Oak St. property during the August 2018 flood event.

Regarding wetlands, below is an excerpt from page 7 of the DPS 40 Oak Street memo dated 27 April 2021:

2. The wetland flags with their associated numbers shall be shown on the site plans.

The applicant is proposing to delineate the existing wetland prior to filing a Notice of Intent with the Conservation Commission. It should be noted that the rear building is to be constructed approximately 7-feet off the wetland line. In addition, the overall project limits are within 3-feet of the wetland. It is important that the line be established at this time so the Board can make an informed decision on this project.

Supplementing the above information from DPS, should there be any question as to the ongoing presence of this wetland, Attachment 2 contains photos taken in 2018 and 2019 of the wetland adjacent to 40 Oak St.

Thank you for considering these additional inputs.

Respectfully,

Peter M. McGinn

Peter M. McGinn
Ward 2 Councillor

Attachment 1



August 12, 2018, 11:09:55 AM



August 12, 2018, 11:12:27 AM



August 12, 2018, 11:16:27 AM



August 12, 2018, 11:18:20 AM

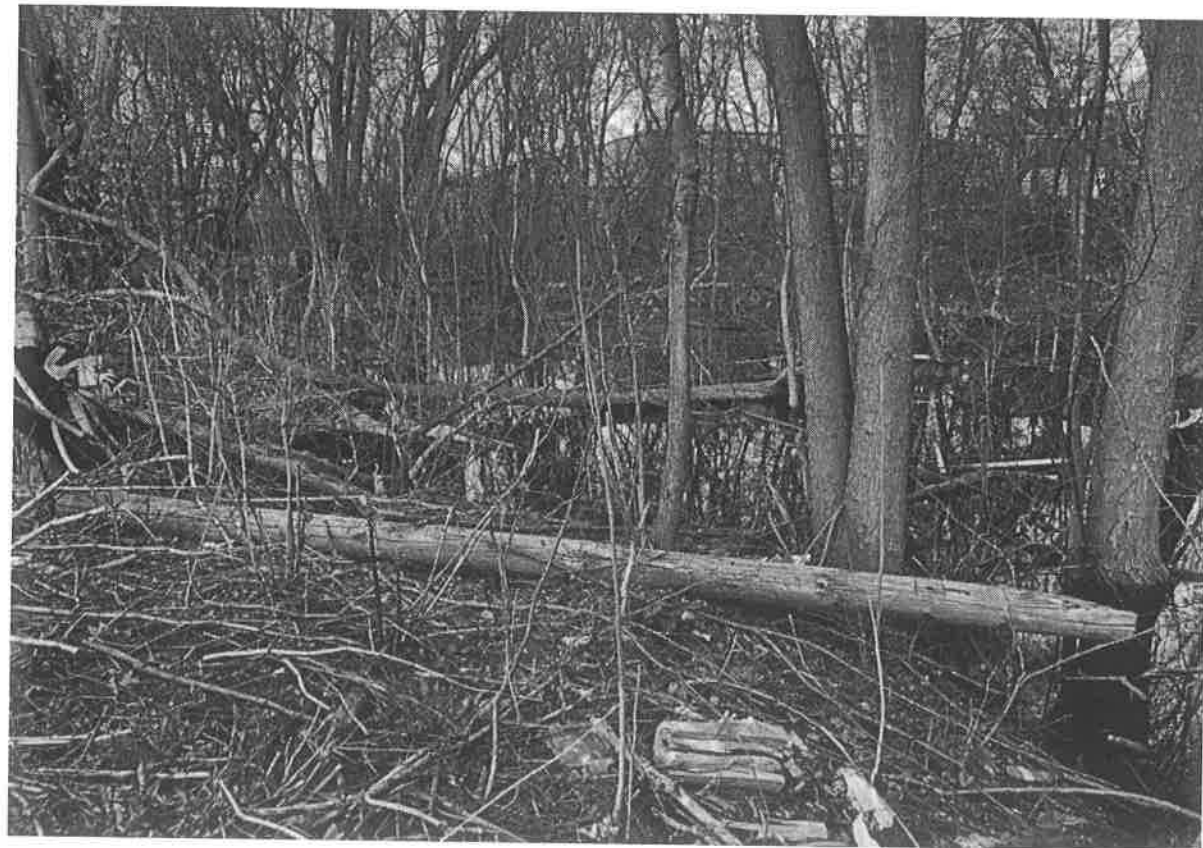


August 12, 2016, 12:56:07 PM

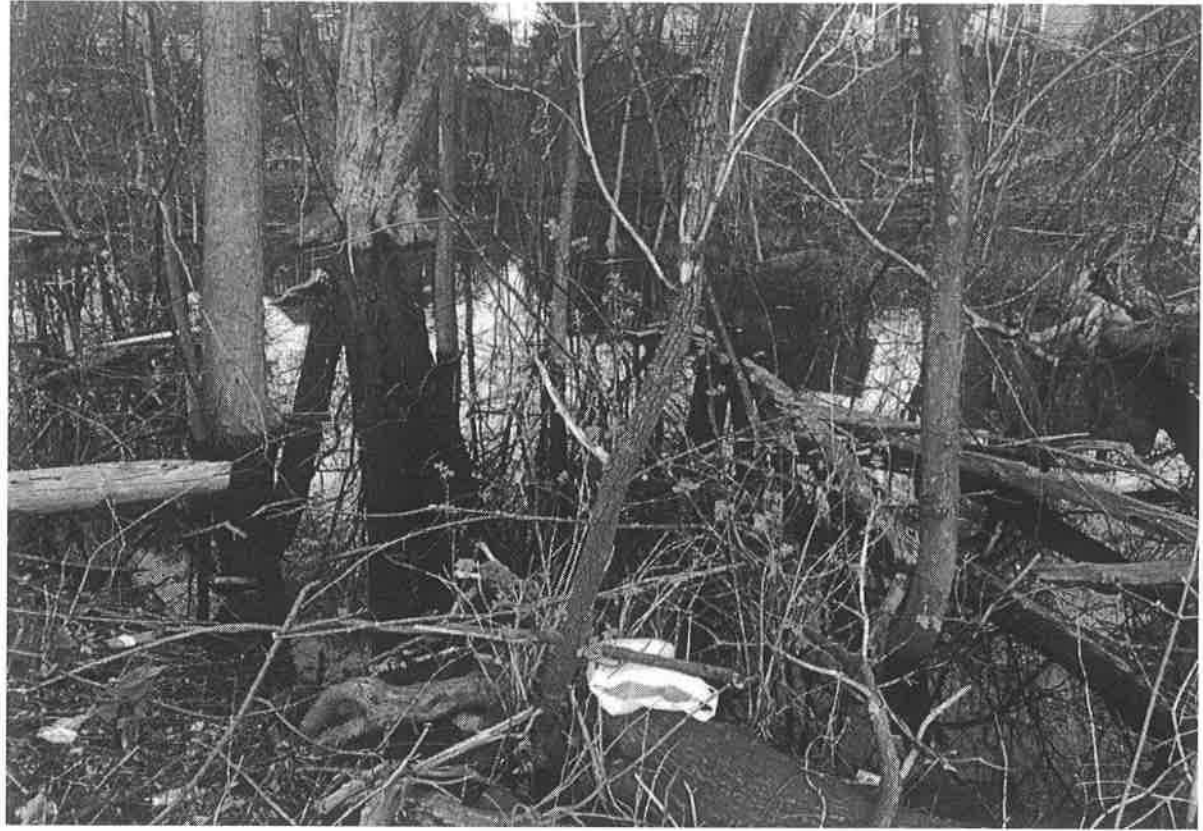
Attachment 2



May 1, 2018, 5:48:25 PM



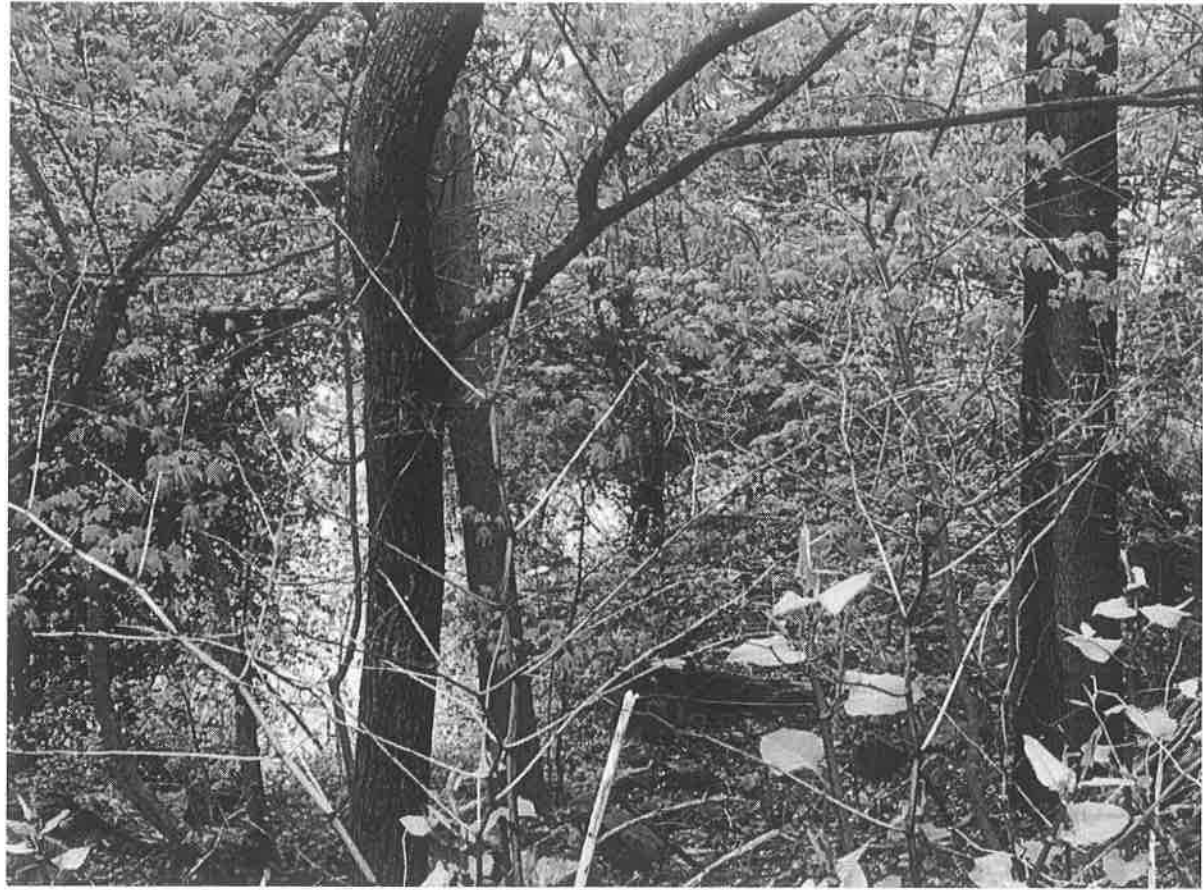
May 1, 2018, 5:45:52 PM



May 1, 2018, 5:45:48 PM



May 1, 2018, 5:41:38 PM



May 4, 2019, 1:41:11 PM



May 4, 2019, 1:41:28 PM

April 2, 2021

DELIVERY BY EMAIL TO:
carla.mcgrath@peabody-ma.gov

Ms. Francis Bisazza-Gallugi, Chair
Zoning Board of Appeals
Peabody City Hall
24 Lowell Street
Peabody, MA 01960
Attn: Carla McGrath, Clerk

Re: 40-42 Endicott Street, Peabody, Massachusetts (Parcel ID's 075-004/075-005)
Comprehensive Permit Application Filing to the Peabody Zoning Board of Appeals

To the Members of the Peabody Zoning Board of Appeals:

The Application referenced above was duly filed with the City Clerk on March 26, 2021 requiring the Peabody Zoning Board of Appeals ("ZBA") to open its hearing on or before April 26, 2021 being thirty (30) days from the date of filing pursuant to 760 CMR 56.05(3). This letter serves as agreement by the Applicant, The Residences at Endicott LLC to postpone the opening of the ZBA's hearing on the above referenced matter to May 3, 2021.

Also, this letter serves to supplement the Application on the basis of a scrivener's error noted with regard to Application Section 2.IV., "Proposed Development Schedule" indicating anticipated development milestones. The following supplements and replaces that stated in the referenced Application Section:

IV. Proposed Development Schedule

The Applicant intends to construct the Development in a single phase. The following Development milestones are anticipated:

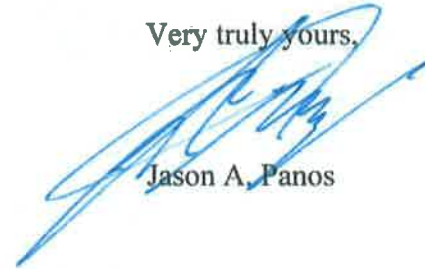
- March 2022 – All permits granted
- April 2022 – Construction start
- April 2022 – Marketing of affordable units
- January 2023 – Marketing of market rate units
- June 2023 – Construction completion
- August 2023 – Initial occupancy

This reference in the Application is the Applicant's estimate of general, development milestones and it is not essential information required in the Application pursuant to M.G.L. c.


40B §§ 21-23 and 760 CMR 56.05 and in no way impacts the Application filing. This information also has no binding effect on the Applicant, the ZBA or the City of Peabody in any way.

Please file this correspondence with the ZBA records of this matter. We look forward to making our presentation to the ZBA on May 3, 2021. In the meantime, please do not hesitate to contact me with any questions or comments.

Very truly yours,



Jason A. Panos



CC: Client
Curt Bellevance, Director
Dept. of Planning and Community Development
Frances Bisazza-Gallugi, Chair.
Anthony Capachietti, P.E.

Carla McGrath

From: Donna <kliney35@comcast.net>
Sent: Tuesday, April 27, 2021 10:48 PM
To: Carla McGrath
Subject: [External] 40-42 Endicott Street project - Opposed

CITY OF PEABODY

2021 APR 28 AM 8:33

CITY CLERK

WARNING This email originated from outside the City of Peabody. Do not click on links or open attachments unless you trust the sender.

Thank you Carla for passing on my concerns to the members of the Zoning Board.

I am opposed to the 40-42 Endicott Street development project for the following reasons:

- (1) The addition of 68 apartments would indeed affect an already problematic heavily trafficked neighborhood. The King, Lowell, and Endicott intersection is noted to be a "high accident" spot. Wilson Square, located at the other end of Endicott Street, has always been a difficult location for drivers to navigate. This intersection has certainly seen its fair share of accidents as well.
- (2) The safety of the children living in the area. There are a number of children residing between Endicott and Central Streets and drivers often use Warren Street as "a quick shortcut". The additional traffic would certainly be a risk factor for the neighborhood kids.
- (3) The building itself certainly does not fit in with the look of the neighborhood. A three or four story building would be more appropriate. A reduction in the number of units should be considered. It would be admirable, if the developer would meet with the residents of this neighborhood to discuss their concerns/ideas with regards to the structure. I believe other 40B developers, one being The Trammell Crow Corporation met with the Winona Street neighborhood vice, and were able to come to an amicable agreement.
- (4) Not enough parking spaces (1.29 spaces per unit) for the occupants of the building, which would result in battles for on street parking. Where would visitors park?

Thank you for considering my concerns.

Donna Kline
35 Warren Street
Peabody, MA 01960

Sent from my iPad

Carla McGrath

From: Sue Murray <sue.n.murray@gmail.com>
Sent: Tuesday, April 27, 2021 11:10 PM
To: Carla McGrath
Subject: [External] ZBA Meeting correspondence

CITY OF PEABODY
2021 APR 28 AM 8:33
CITY CLERK

WARNING This email originated from outside the City of Peabody. Do not click on links or open attachments unless you trust the sender.

Dear Zoning Board Members,

I am writing regarding the item you will be discussing at your meeting for the proposed 40-42 Endicott St Project. I live within a 1/4 mile of this location. I had written the members of City Council several times last year when this property owner was seeking a special permit for a 4 story condo building on this extremely small lot (less than one acre). I also wrote to the mayor in response to a letter he sent to all neighbors here. This neighborhood is a majority of one and two family homes - Page 42 of the application to the state says "residential section of Endicott St consisting of primarily single family homes". Many of these residents are elderly and will not be participating via Zoom Zoning Board meetings just like they could not participate via Zoom Special Permit hearings. This proposed project is not something that fits or will enhance this neighborhood at all. There are many large complexes already in close proximity, which brings us to the next problem. It is an extremely congested part of town. There are over 600 rental units in large complexes all within 1/4 of a mile of this proposal and that does not include two Senior Housing buildings on Central St. The traffic all around this is already more than the neighborhood can bear as is shown by the fact that Endicott and Lowell St intersection has the highest accident rate of any intersection in the city. This developer originally proposed a 4 story 42 unit condo building. When the neighbors protested not only the number of units but the height, he lowered the building by one floor but only downsized the number of units by 10% and took away all the character that the building design had on the top floor, leaving it looking like a warehouse. His response to the residents and the City of Peabody when he didn't get what he wanted was to apply for a 40B project with the state and INCREASE the number of units to 68! This neighborhood cannot handle what is being suggested for this very small parcel of land. I sincerely hope the request before you is denied.

Thank you,
Suzanne Murray
8 Warren St #2
Peabody

Carla McGrath

From: pdistefano14 <pdistefano14@comcast.net>
Sent: Monday, April 26, 2021 11:08 PM
To: Carla McGrath
Subject: [External] 40 to 42 Endicott street

CITY OF PEABODY

2021 APR 27 PM 3:07

CITY CLERK

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ABSOLUTELY NOT! I am opposed to the building of these units in this area. It is already overwhelmed with too many people and noise. The back up traffic from endicott to lowell Street and endicott to 114 is already too much to handle around the 4, 430 hour. Cars are still racing down Warren Street and endicott Street at all times of the day. There is never police around to catch the speeders. Go build somewhere else!

Paul DiStefano
52 Warren st unit 10
Peabody

Sent from my T-Mobile 5G Device

Carla McGrath

From: Steve Matos <steve1515@yahoo.com>
Sent: Monday, April 26, 2021 6:26 PM
To: Carla McGrath
Subject: [External] Opposed to Proposed 68 Units for 40-42 Endicott Street

CITY OF PEABODY

2021 APR 27 PM 3:07

CITY OF PEABODY

WARNING This email originated from outside the City of Peabody. Do not click on links or open attachments unless you trust the sender.

Hi Carla,

I just wanted to let you know that I am opposed to the proposed 68 units for 40-42 Endicott Street, Peabody, MA.

Thank you,

Steve Matos
25 Berry Street
Peabody, MA

Carla McGrath

From: Mike Raiche <michael.raiche@gmail.com>
Sent: Tuesday, April 27, 2021 7:56 AM
To: Carla McGrath
Subject: [External] Opposition to 68 units for 42-44 Endicott Street

CITY OF PEABODY
2021 APR 27 PM 3: 07
CITY CLERK

WARNING This email originated from outside the City of Peabody. Do not click on links or open attachments unless you trust the sender.

Good Morning,

I'm reaching out to oppose the proposed plans for 42-44 Endicott street. As neighbors across the street and a family with a 2 year old son, we have several concerns regarding the construction of such a large project. We also fear this will add much more traffic to an already congested area. 68 units is an unnecessary addition to our neighborhood.

Regards,

Michael Raiche
43 Endicott Street
Apt. 1
Peabody, MA 01960

Carla McGrath

From: Bud McIntyre <budmc22@gmail.com>
Sent: Monday, April 26, 2021 6:55 PM
To: Carla McGrath
Subject: [External] Fwd:

CITY OF PEABODY
2021 APR 27 PM 3:07
CITY CLERK

WARNING This email originated from outside the City of Peabody. Do not click on links or open attachments unless you trust the sender.

Sent from my iPad

Begin forwarded message:

From: Bud McIntyre <budmc22@gmail.com>
Date: April 26, 2021 at 5:59:24 PM EDT
To: Bud McIntyre <budmc22@gmail.com>

My name is m. Mc Intyre, I live at 15 Berry , iam opposed to the todisco application for a 40b permit,I have been in opposition to this project from the beginning and attended the last meeting when mr. Todisco lost his temper and went a little wild shutting windows and declaring the mtg. Over.that being said I am still in opposition to construction of multiple condos on this site,the area is congested with excessive traffic now and it is not uncommon to see traffic build up from both Wilson square lights and Lowell street lights to and past Berry street. I'm 94yrs old and have to ask for ride or call cab just to get to barber shop at Wilson square because rising endicott an Andover streets is so risky,thank you for considering these problems

Carla McGrath

From: Kumar <sarkum@gmail.com>
Sent: Tuesday, April 27, 2021 11:45 AM
To: Carla McGrath
Subject: [External] Proposed 68 Units for 40-42 Endicott St, Peabody, MA

CITY OF PEABODY

2021 APR 27 PM 3:07

CITY CLERK

WARNING This email originated from outside the City of Peabody. Do not click on links or open attachments unless you trust the sender.

Hi, this is Kumar from 13 Endicott Street and thanks for taking this issue. I strongly oppose this proposal since the neighbourhood is already crowded and particularly in morning and evening time, it is very difficult to get in and out of our street. The number of people using this street is already high and signals on both ends are causing more traffic as the signal is taking a long time on red and giving less time for green. If we have this development, it will add up more traffic and congestion which makes the situation worse.

Thanks,
Kumar

Carla McGrath

From: Farren Raiche <farren.raiche@gmail.com>
Sent: Tuesday, April 27, 2021 1:41 PM
To: Carla McGrath
Subject: [External] 68 units for 40-42 Endicott st-NO!

CITY OF PEABODY
2021 APR 27 PM 3:07
CITY CLERK

WARNING This email originated from outside the City of Peabody. Do not click on links or open attachments unless you trust the sender.

Name: Farren Raiche
Address: 43 Endicott st. Peabody, MA

I am very much opposed to the proposed 68 units for 40-42 Endicott st. I have a young family, and we live directly across the street from where this construction will take place. This will negatively impact our lives, as well as our neighbors. This street is filled with families that will surely be ran out by the continuing overdevelopment of this city. Please stop the project.

Carla McGrath

CITY OF PEABODY

From: Denise Kelly <deniseckelly8@gmail.com>
Sent: Tuesday, April 27, 2021 8:57 PM
To: Carla McGrath
Subject: [External] Opposed to proposed 68 unit building for 40-42 Endicott st.

2021 APR 28 AM 8:33

CITY CLERK

WARNING This email originated from outside the City of Peabody. Do not click on links or open attachments unless you trust the sender.

Carla,
I am definitely opposed to the proposed 68 unit apartment building for 40-42 Endicott St. The complex is too large for the already densely populated neighborhood. Concerns are the strain on our infrastructure/utilities, added traffic congestion, lack of adequate parking, public safety concerns and overall reduction in quality of life for the Endicott Street neighborhood.

I wrote an email of my opposition to Mayor Bettencourt 2 months ago stating my objection. As a neighbor of Parkview Lane, I am definitely against the size of the project. Hopefully MassHousing and the Zoning board will listen to our concerns and not allow this large building to be built at 40-42 Endicott St.
Respectfully,

Denise Kelly
8 Parkview Ln, Peabody, MA 01960
deniseckelly8@gmail.com